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**ENVIRONMENTAL IMPACT REPORT**

**1171 SANSOME STREET**

82.418E

PUBLICATION DATE: JUNE 10, 1983  
PUBLIC HEARING DATE: JULY 14, 1983  
PUBLIC COMMENT PERIOD: JUNE 10 - JULY 14, 1983

WRITTEN COMMENTS SHOULD BE SENT TO THE ENVIRONMENTAL REVIEW  
OFFICER, 450 McALLISTER STREET, SAN FRANCISCO, CA 94102





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1171 SANSOME STREET ENVIRONMENTAL IMPACT REPORT

82.418E

NOTICE

You recently received a copy of the Draft Environmental Impact Report for the 1171 Sansome Street Project, City File No. 82.418E. Figures 2 through 7, pages 8 through 11 and 13, showing project plans, were indistinct. Figure 17, page 37, had an arrow indicating the site. The arrow was misplaced and should have indicated the project. The clearly reprinted project plans and corrected Figure 17 are enclosed herewith. They are punched and ready for insertion in the Draft Environmental Impact Report to replace the indicated pages.





CITY AND COUNTY OF SAN FRANCISCO  
DEPARTMENT OF CITY PLANNING

## ENVIRONMENTAL IMPACT REPORT

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## I. SUMMARY

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### A. PROJECT DESCRIPTION

The project sponsor, Seaton Corporation / Vinton Corporation, proposes to build a 12-story (84 ft. above Sansome St. on the front property line and 120 ft. at its highest point) combined office and residential project. Parking would occupy the first two floors (one of which would be partially below street level), mechanical/storage space would occupy the third floor, offices would occupy the fourth through seventh floors, and residential units would occupy the eighth through twelfth floors. The building would cover about 7,060 sq. ft. of ground area, including the terraces in the rear of the building (in the western (RH-3) part of the site), and would contain approximately 51,800 gross sq. ft. of floor area (overall site FAR of 4.1). About 29,355 gross sq. ft. (20,500 net sq. ft.) would be used for offices and about 22,445 gross sq. ft. (17,575 net sq. ft.) would be used for 14 condominiums. Thirty parking spaces are planned. A parking variance would be required.

The proposed project would be located on a currently vacant site at 1171 Sansome St., Lot 40 in Assessor's Block 113. The property fronts on Sansome St., about 100 ft. north of the intersection of Sansome and Green Sts.

### B. ENVIRONMENTAL SETTING

The project site is currently a vacant lot at the base of Telegraph Hill which slopes steeply upward to the west and north and includes a part of the nearly vertical cliff face of Telegraph Hill.

### C. ENVIRONMENTAL IMPACTS

Effects of the project in regard to land use; population, employment and housing; transportation and circulation (other than parking and transit); noise; air quality; utilities

and public services; biology; water; hazards and cultural issues were determined to be insignificant after review of the Initial Study, p. 85, and will not be discussed in the EIR.

**VISUAL QUALITY AND URBAN DESIGN:** The proposed building would partially block the cliffs from short-range views directly across from the site and for a short distance along Sansome St. to the southeast. The proposed project would partially obstruct long-range views of the cliff area just north of the site from downtown locations south of the site and would obstruct views of the lower cliff and partially block views of the upper cliff in the western part of the project site from the Bay Bridge and points on the Bay.

The proposed building would be visible from short-range views along Sansome St. and would be visible from long range views such as the Bay Bridge, boats on the water, the Embarcadero Office Buildings and the Embarcadero Freeway.

The project would not obstruct views to the east from the Lower Calhoun Terraces. However, views to the south from these residences in the lowest south-facing multi-unit (below the lowest of the three building set backs) would be blocked by the project.

Although the proposed project would incorporate architectural components similar to the northern waterfront district such as building material, color and fenestration, the height of the building combined with the asymmetric window arrangement and the low amount of window to wall space on its sides would be more modern in appearance than other northern waterfront buildings.

**PARKING AND TRANSIT:** The project would have a long-term parking demand of 29 spaces and short-term demand of 3 spaces. Fourteen spaces of long-term parking would be provided on the site. The cumulative parking demand, including the project, would be for about 480 long-term spaces and about 60 short-term spaces. About 670 spaces are currently available.

The project would generate about 70 p.m. peak-hour Muni trips. On the basis of existing capacity, the project would result in a load factor exceeding the maximum recommended capacity on the 42-Downtown Loop (southbound direction). Proposed capacity increases are expected to result in improved ridership conditions.



**GEOLOGIC CONSIDERATIONS:** The project site would be excavated to a depth of about 45 ft. (from the ground surface) at the southwest corner and to about 80 ft. at the northwest corner of the site. About 7,000 cu. yds. of material would be removed from the site. Improper excavation could affect the stability of adjacent property and structures. The cliff would be preventively maintained by periodic scaling of loose material from the cliff, periodic clearing of the existing retention basin and maintenance of the existing earthen berm on the downhill side of the retention basin.

**ENERGY:** A projected 50 billion Btu at-source would be required during construction. The project would have an estimated annual energy consumption of about 87,500 Btu per sq. ft. The structure would consume (at point-of-use) about 598,000 kilowatt-hours (KWH) of electric energy per year. The structure's average monthly electricity consumption would be about 50,000 KWH, or about 0.7 KWH per sq. ft. per month. The connected kilowatt load would be about 554 KW.

Operation of the structure would consume (at point-of-use) about 3.3 million cu. ft. of natural gas per year. Average monthly natural gas consumption by the structure would be about 275,000 cu. ft., or about 5 cu. ft. per sq. ft. per month. The project would increase at-source energy demands on PG&E by a total of 9.6 billion Btu/year. Vehicle travel generated by the completed project would consume approximately 11,640 gallons of gasoline annually.

#### D. MITIGATION MEASURES

Various measures have been identified that would reduce or eliminate potential environmental impacts resulting from the proposed project (see Section V., p. 61). The City Planning Commission could include some or all of these measures as conditions of project approval. Mitigation measures which are specific to the project and not required by statutes or laws include, but are not limited to: preserving the cliff portion of the site as open space, emulating the building design and style of surrounding northeastern waterfront buildings, implementing a slope preventive maintenance program on the cliff portion of the site, and adhering to the guidelines of the (now withdrawn) Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment.

## E. ALTERNATIVES TO THE PROPOSED PROJECT

THE NO PROJECT ALTERNATIVE would involve no physical change to the project site. The cliff would not be preventively maintained to the extent proposed as a part of the project. Site characteristics would be the same as those described in Section III, p. 16.

THE ALL OFFICE ALTERNATIVE would consist of a smaller structure than the proposed project, which would be used only for offices rather than a combination of office and residential uses. The architectural style would reflect this use and be similar to the lower floors of the proposed project. Visual impacts of this alternative would be reduced in comparison with the proposed project since it would be smaller. A greater percentage of window area and less detailing would increase the contrast between the building's upper stories and Telegraph Hill residences. This alternative would generate about 10% fewer peak-hour person trip ends. The same number of parking spaces are proposed for this alternative as for the proposed project; a parking variance would be required. More people would be exposed to the potential natural or seismically induced geologic site hazards during the working day and fewer would be exposed at night. Natural gas consumption would be less and electric consumption would be more than for the proposed project.

THE CODE-COMPLYING OFFICE AND RESIDENTIAL USE ALTERNATIVE (TWO VARIATIONS). The smaller scale office variation would consist of a structure of similar height, but less bulk than the project. It would contain the same number of residential units, but substantially less office space (7,000 sq. ft. rather than 29,355 sq. ft.). This building would result in less view blockage of the cliffs and from residences because of its reduced bulk. Urban design characteristics would be similar to the proposed project, but this building would be less massive. This variation would generate about 70% fewer peak-hour person trip ends. A parking variance would not be required. Fewer people would be exposed to the potential natural or seismically induced geologic site hazards due to the decrease in office space. This alternative would use less gas and electricity than the proposed project.

The full build-out variation would consist of a building of similar height and bulk as the project. It would contain the same number of residential units and the same amount of office space, but, in addition, would include two subsurface parking levels to provide the

additional 25 parking spaces required for conformance with the Planning Code. This building would result in the same view blockage of the cliffs and from residences and would have identical urban design characteristics. The full buildout variation would have trip generation impacts equivalent to the project, but would not require a parking variance. However, vehicular travel to the project would increase as more parking would be provided by this alternative. More excavation would be required for construction of the two subsurface parking levels than for the project. This alternative would use more electricity for ventilation and lighting of the two additional parking levels.



II. PROJECT DESCRIPTION

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A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, Seaton Corporation / Vinton Corporation proposes to construct a mixed use office/residential building to permanently headquarter its own offices and those of Tai Associates/Architects. These firms are currently located at 665 Bush St. in San Francisco. They would occupy about 50% of the proposed office space. Other project objectives include preventive maintenance of the deteriorating cliff face on the site property for safety and liability reasons and to receive a reasonable rate of return on investment from sale of the condominiums and rental of the office space.

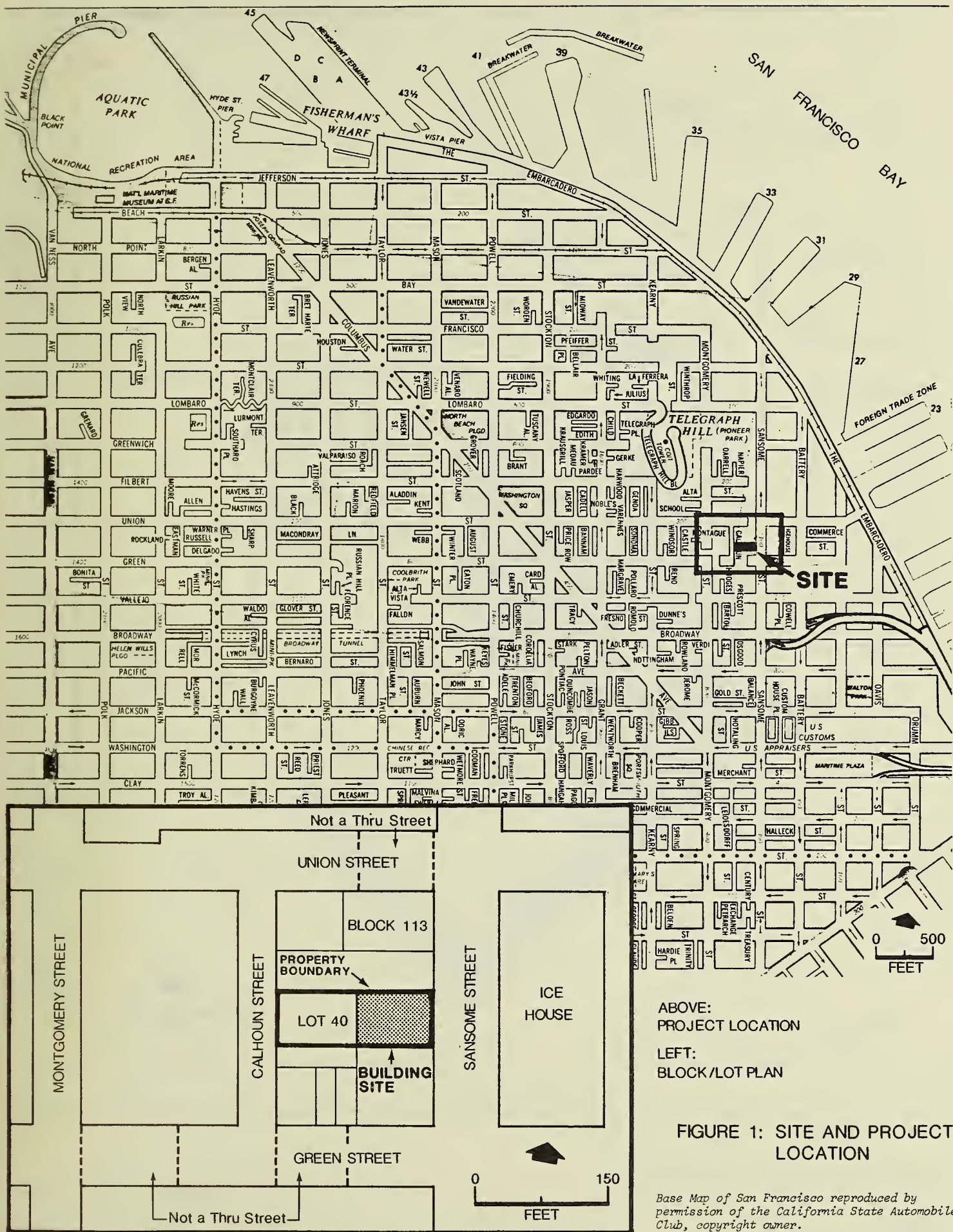
B. PROJECT LOCATION

The proposed project would be located on a currently vacant site at 1171 Sansome St., Lot 40 in Assessor's Block 113 (see Figure 1, p. 7). The property fronts on Sansome St., about 100 ft. north of the intersection of Sansome and Green Sts. (see Figure 2, p. 8). The property is in two zoning districts: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family) (see Figure 2). The height and bulk limits are 84-E for the C-2 zoning district and 40-X for the RH-3 zoning district. The project site lies within Northern Waterfront Special Use District No. 3 and the proposed Northeast Waterfront Historic District. The site is located in the Telegraph Hill cliff area proposed for landmark status.

C. PROJECT CHARACTERISTICS

The proposed project is a 12-story combined office and residential project (see Figures 2 and 3, pp. 8 and 9). Parking would occupy the first two floors (one of which would be partially below street level), mechanical/storage space would occupy the third floor, offices would occupy the fourth through seventh floors, and residential units would occupy the eighth through twelfth floors (see Figures 4 and 5, pp. 10 and 11). Residential units would range in size from about 850 sq. ft. to 1,500 sq. ft., with an average size of about





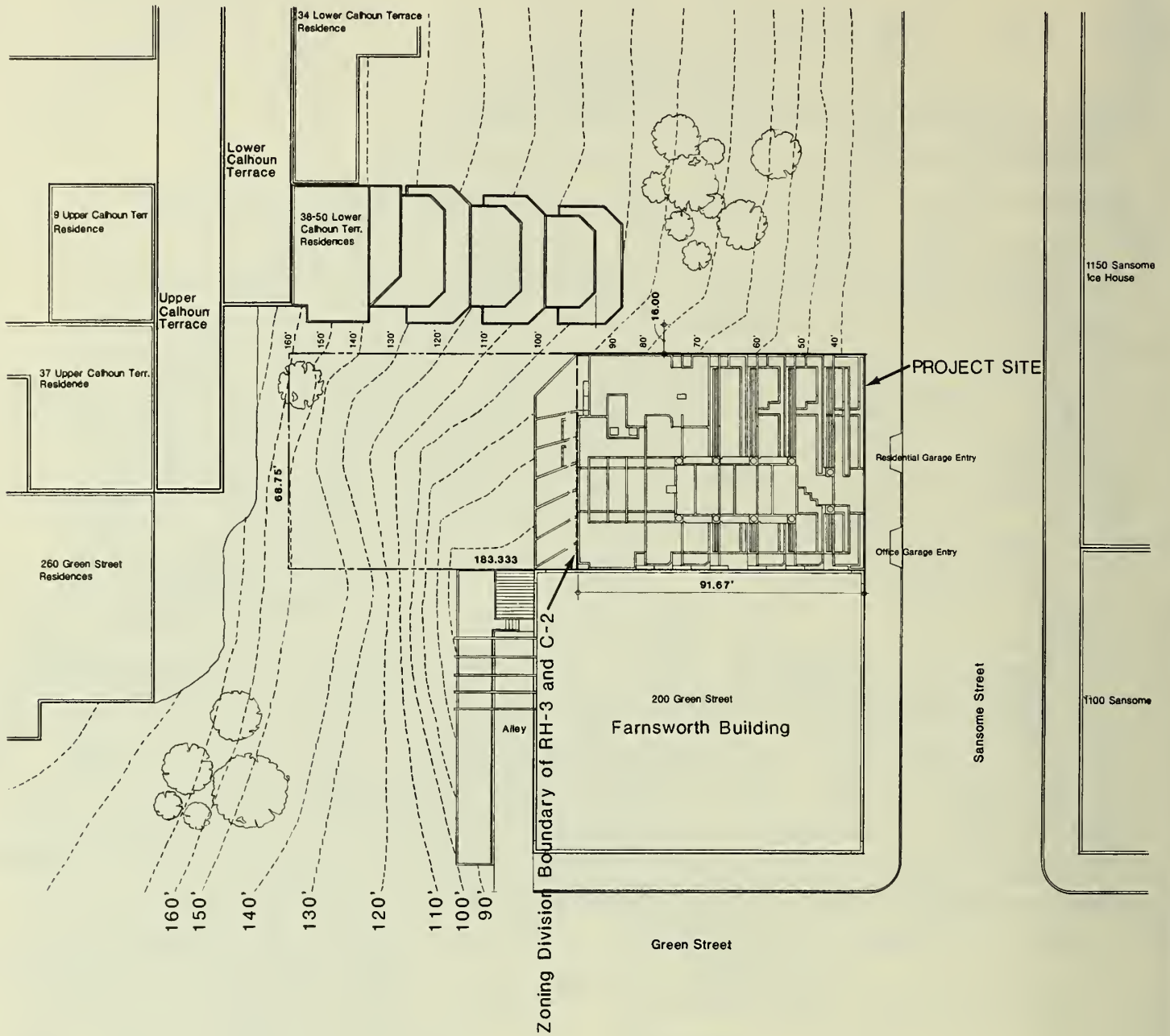


FIGURE 2: SITE PLAN

SOURCE  
TAI ASSOCIATES/ARCHITECTS



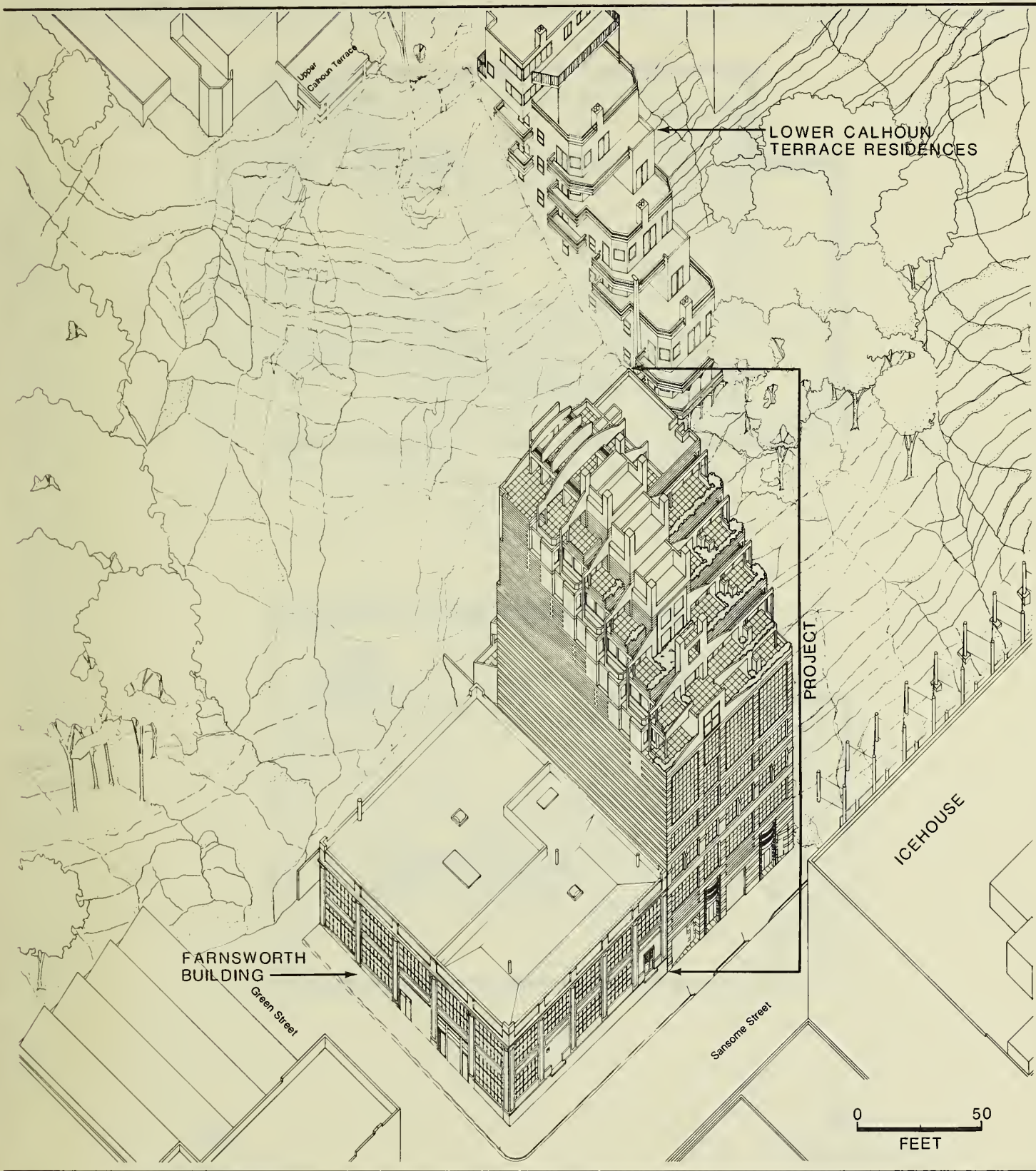
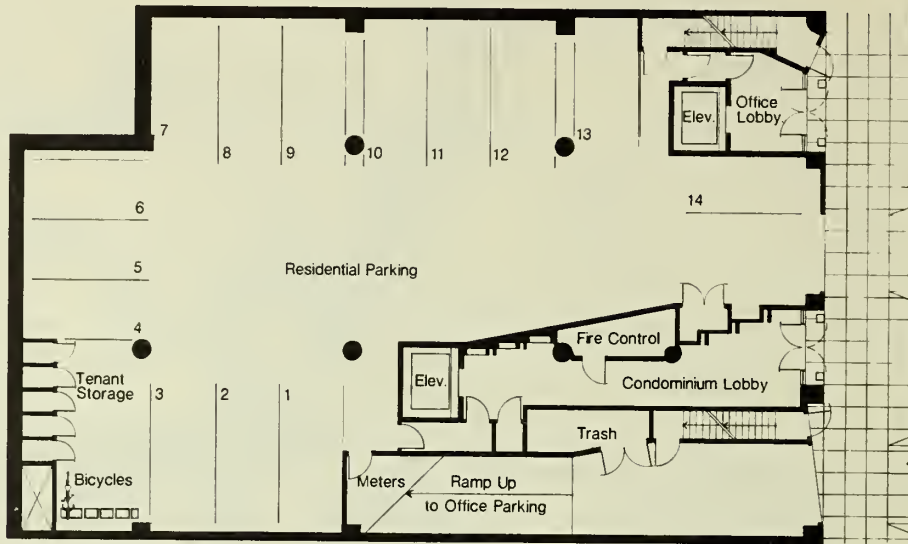
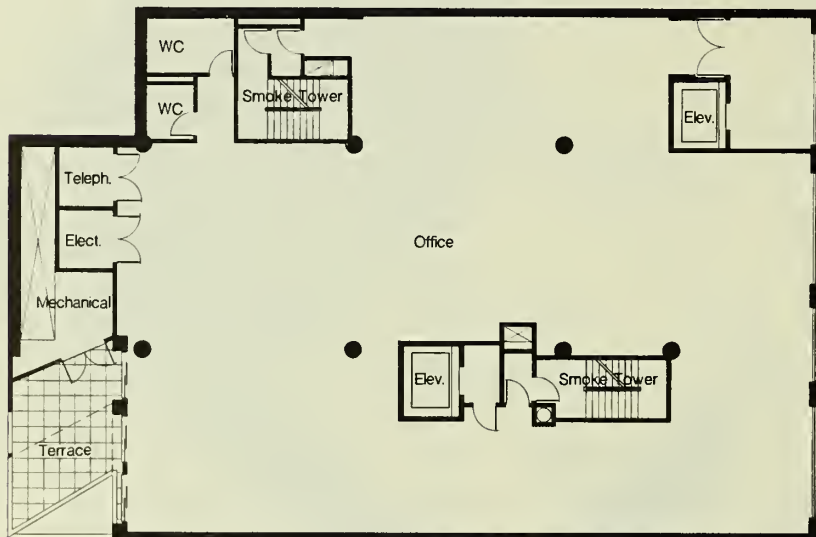


FIGURE 3: PROJECT DRAWING

SOURCE  
TAI ASSOCIATES/ARCHITECTS



FIRST FLOOR

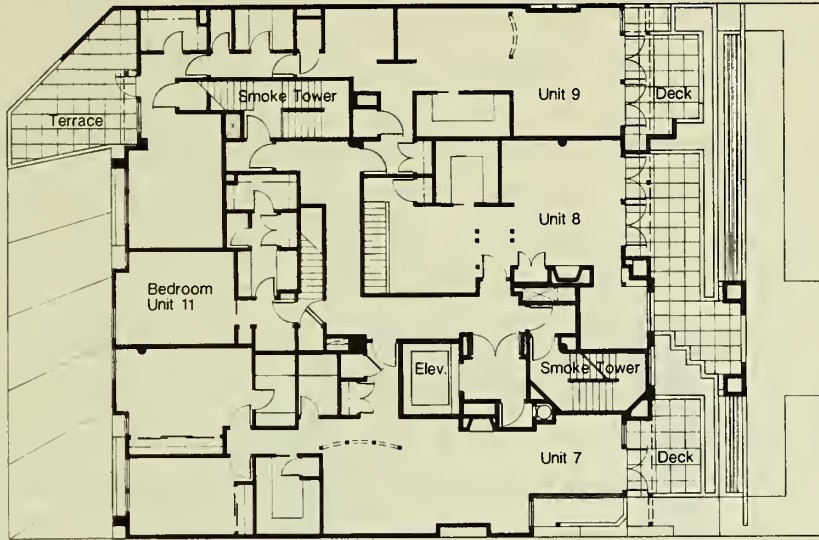


FIFTH FLOOR

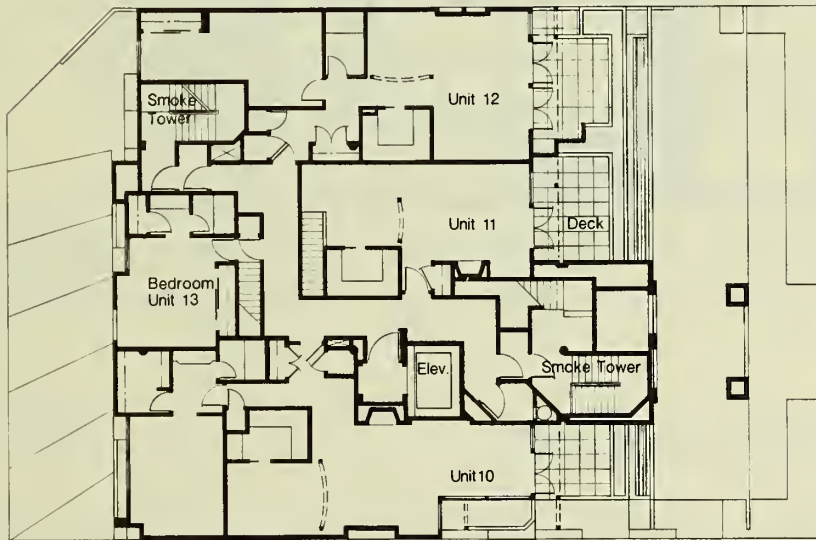


FIGURE 4: TYPICAL PARKING AND OFFICE FLOOR PLANS

SOURCE  
TAI ASSOCIATES/ARCHITECTS



TENTH FLOOR



ELEVENTH FLOOR



FIGURE 5: TYPICAL RESIDENTIAL FLOOR PLANS

SOURCE  
TAI ASSOCIATES/ARCHITECTS



## II. Project Description

1,250 sq. ft. The units would include one- and two-bedroom apartments, two-bedroom flats and townhouses.

The structure would conform to the 84-ft. height limit (see Figures 6 and 7, pp. 13 and 14). The building elevation above Sansome St. would be calculated from an average of the north and south site slopes in conformance with the City Planning Code (see Section III.A., Zoning and Land Use). The building would step back up the hill above the seventh floor, reflecting slope variability and the increasing slope in the western part of the site; the building would remain within the 84-ft. building envelope although its height above Sansome St. would range from 84 to 120 ft. The penthouse at the rear (western portion) of the building would be the highest structural point. The building would cover about 7,060 sq. ft. of ground area, including the terraces in the rear of the building (in the western (RH-3) part of the site), and would contain approximately 51,800 gross sq. ft. of floor area. About 29,355 gross sq. ft. (20,500 net sq. ft.) would be used for offices and about 22,445 gross sq. ft. (17,575 net sq. ft.) would be used for residences. Thirty parking spaces are planned (14 spaces on the ground (first) floor and 16 spaces on the second floor), 14 for the exclusive use of residents and 16 for use by office tenants. Residential, office and garage entry would be from Sansome St.

Development potential of the site was determined for the entire property (see Section III. A., Zoning and Land Use); however, major construction would be only on the eastern (C-2) part of the site with the rear terraces being the only building portion on the western (RH-3) part.

### D. PROJECT SCHEDULE AND COSTS

The total estimated construction period would be about 20 months./1/ Demolition, site clearance and excavation would take about five months, concrete construction and exterior finishing would take about 15 months and interior finishing would require about three months; the latter activity would overlap with exterior finishing. Initial project occupancy is expected to begin early in 1985. Full occupancy is expected within a year after project completion.

Project construction labor and materials costs would be about \$6.9 million in 1983 dollars, not including the cost of the land. Total project value in 1983 dollars is estimated at

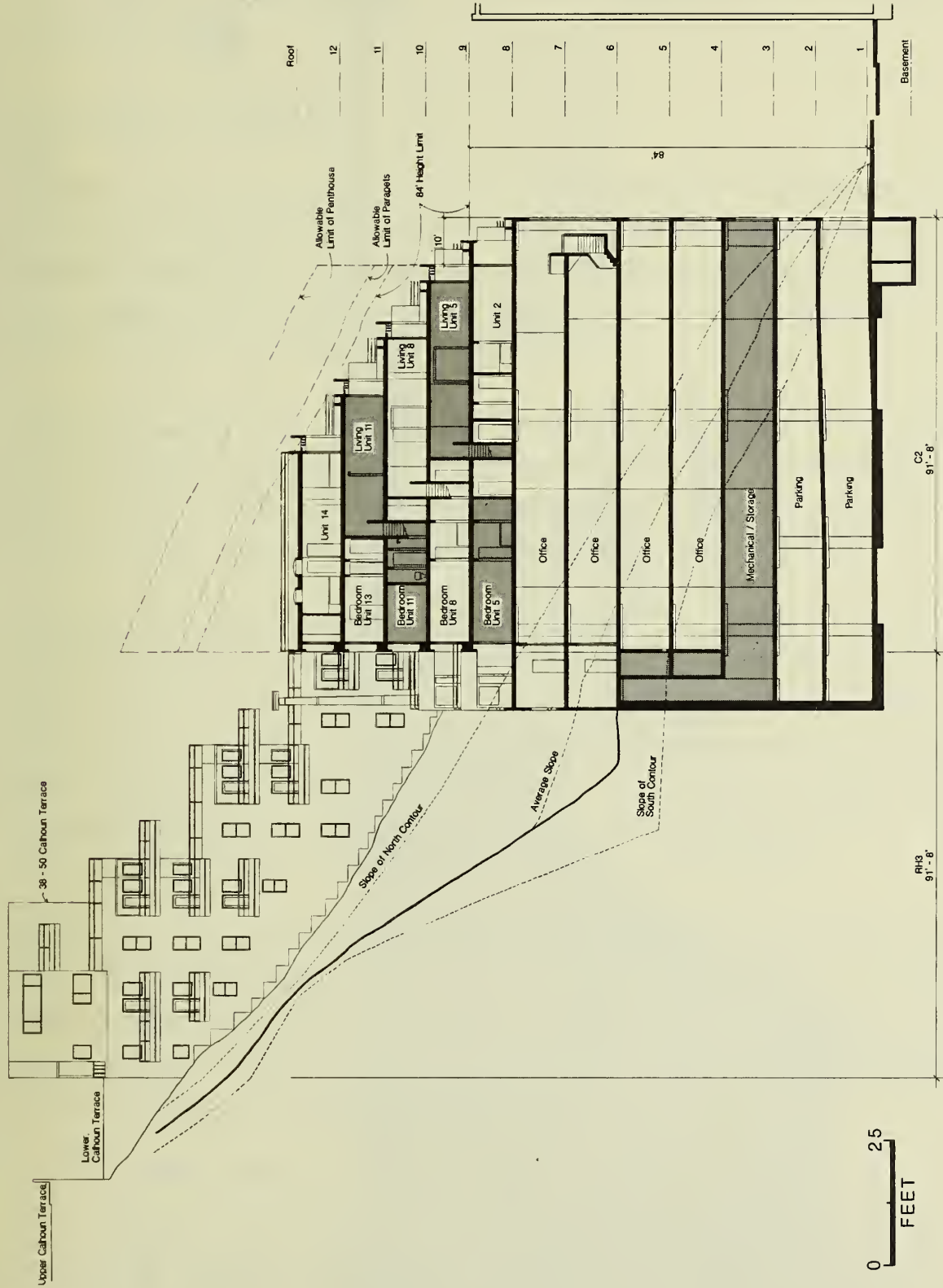


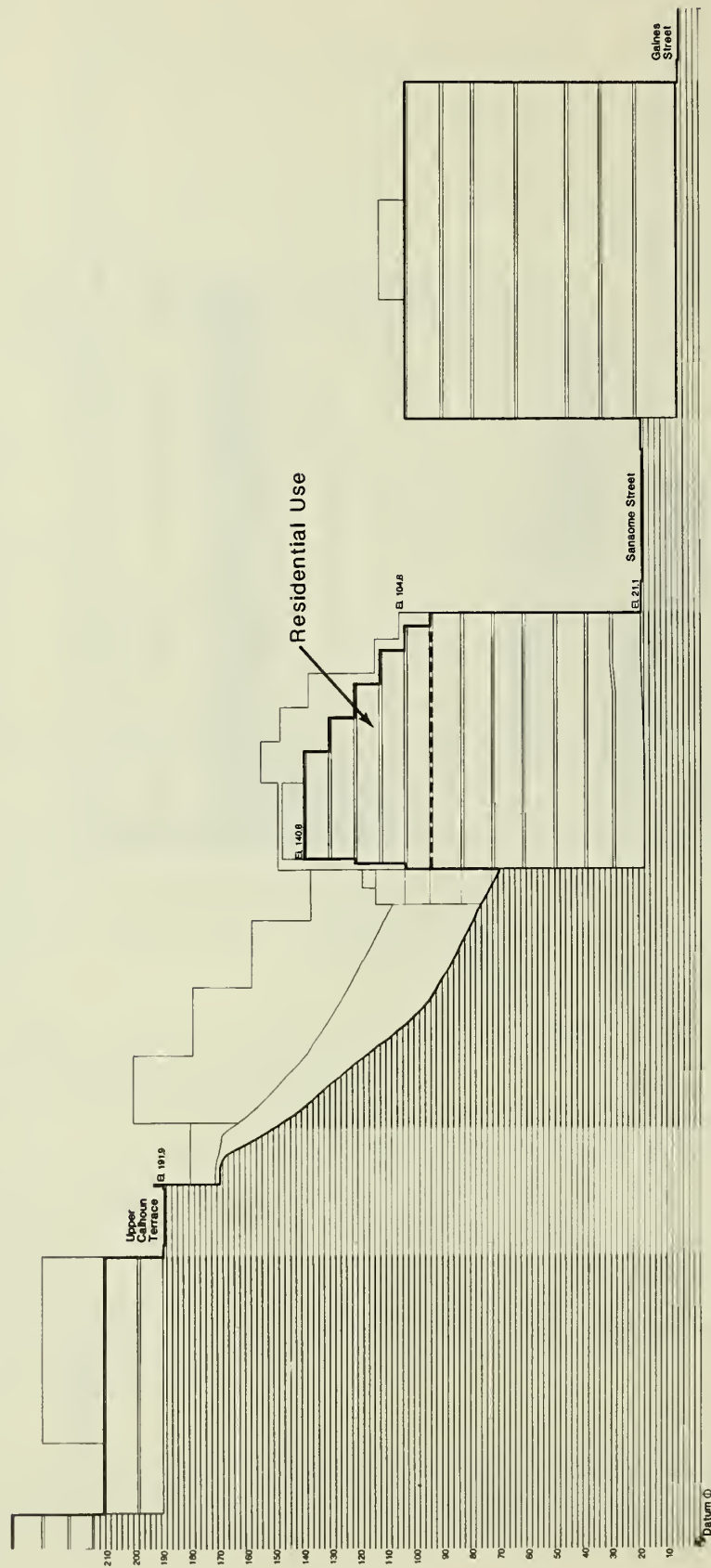
FIGURE 6: PROJECT SECTION

SOURCE  
TAI ASSOCIATES/ARCHITECTS

1150 Sansome Street (Ice House)

1171 Sansome Street (38 Lower Calhoun Terrace beyond)

37 Upper Calhoun Terrace



0 50  
FEET

FIGURE 7: SITE SECTION



## II. Project Description

\$14.4 million. Office space is expected to rent annually for \$30 per sq. ft. and the condominiums are expected to sell for about \$250 to \$300 per sq. ft. or in a price range of \$212,500 to \$450,000.

### E. PROJECT APPROVALS

Following a public hearing on this Draft EIR before the City Planning Commission, responses to all written and oral comments will be prepared, and the Draft EIR would be revised as appropriate to incorporate comments. The revised EIR (including the Summary of Comments and Responses) would be reviewed by the City Planning Commission for certification as to accuracy and completeness.

The project sponsor has an application for a parking variance on file with the Department of City Planning. The project sponsor proposes to provide 30 off-street parking spaces, 25 fewer than the number required by the City Planning Code. This parking variance application would require a public hearing before the Zoning Administrator.

A proposal to designate the northeast waterfront as a historic district was approved by the City Planning Commission on September 23, 1982. It was approved by the Board of Supervisors on April 4, 1983 and has been forwarded to the Mayor's office for final approval./2/ A proposal to designate the Telegraph Hill cliffs as a landmark was heard by the Landmarks Preservation Advisory Board on December 1, 1982; when precise boundaries and technical language are determined by the Landmarks Board, the proposal will be forwarded to the City Planning Commission for further action.

If an ordinance designating the northeast waterfront as a historic district or the Telegraph Hill cliffs as a landmark is adopted, the project would require a Certificate of Appropriateness from the City Planning Commission. This review procedure consists of a recommendation from the Landmarks Preservation Advisory Board and consideration by the City Planning Commission, at a public hearing.

#### NOTES - Project Description

/1/ Carl Kinczel, Project Manager, Tai Associates/Architects, letter, October 22, 1982.

/2/ Jonathan Malone, Secretary to the Landmarks Preservation Advisory Board, San Francisco Department of City Planning, telephone conversation, April 5, 1983.

III. ENVIRONMENTAL SETTING

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A. ZONING AND LAND USE

The project site is bisected by two zoning district boundaries: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family) (see Figure 8, p. 17). The eastern half of the site is in the Northern Waterfront Special Use District No. 3. Each half of the site contains 6,302 sq. ft. of land area.

The basic Floor Area Ratio (FAR) in a C-2 district is 3.6:1. This is superceded by the Special Use District (SUD) FAR of 5.0:1 under Section 124(c). Commercial development on the C-2 portion of the site would be limited to a maximum of 31,510 sq. ft. (The RH-3 portion of the site is subject to an FAR of 1.8:1 for uses other than dwellings, however commercial uses such as offices are not permitted in this district.)

Dwelling units would be permitted in this C-2 district at the rate of 1 dwelling unit per 800 sq. ft. This would permit 7.9 units on the C-2 portion of the site. Dwelling units would be permitted on the RH-3 portion of the site at the rate of 1:1,000 sq. ft., or a total of 6.3 units. This would permit a total of 14.2 dwelling units on the entire project site.

FAR does apply to dwelling units in R districts. Consequently, the maximum building envelope on the RH-3 portion of the site is constrained by the 40 ft. height limit, rear yard and open space requirements. Development of the RH-3 portion of the site fronting on Calhoun Terrace and complying with all applicable Code restrictions would permit a total building envelope of approximately 37,800 sq. ft. In conjunction with the maximum buildout of the C-2 portion (31,500 sq. ft.), this would permit a maximum buildout of the combined site of approximately 69,300 sq. ft.

The project site is within the area known as the Base of Telegraph Hill. This area extends along the waterfront from Broadway on the south to Bay St. on the north. The site is located in the Telegraph Hill cliff area being considered for landmark status by the Landmarks Preservation Advisory Board.





**LEGEND**

- ZONING BOUNDARY
- ..... PROPOSED NORTHEAST WATERFRONT HISTORIC DISTRICT
- NORTHERN WATERFRONT SPECIAL USE DISTRICT NO.3

- P PUBLIC USE DISTRICTS
- RM-1 MIXED RESIDENTIAL, LOW DENSITY
- RM-2 MIXED RESIDENTIAL, MODERATE DENSITY
- RM-3 MIXED RESIDENTIAL, MEDIUM DENSITY
- RH-3 RESIDENTIAL, HOUSE DISTRICTS, THREE-FAMILY
- C-2 COMMUNITY BUSINESS DISTRICT

SOURCE  
SAN FRANCISCO DEPARTMENT OF CITY PLANNING

FIGURE 8: ZONING MAP

### III. Environmental Setting

The height and bulk limits are 84-E for the C-2 zoning district and 40-X for the RH-3 zoning district (see Figure 9, p. 19). The 84-E height and bulk limit provides for an 84-foot height limit, a horizontal dimension limited to a maximum length of 110 ft. and a maximum diagonal dimension of 140 ft. above 65 ft. The 40-X height and bulk limits provide for a 40-foot height limit and a width determined by an average slope of the ground (in this case, the north and south slope contours).

Off-street parking required by the Planning Code is 1 space for each 500 net sq. ft. of office (41 spaces) and 1 space for each dwelling unit (14 spaces), for a total of 55 required spaces.

The Northeast Waterfront has been proposed as a historic district because the expansion of office and office-related uses in this area has raised the issue of whether this district of low-rise warehouse buildings could maintain its current character without additional development controls. The objectives of the Northeast Waterfront Historic District are to protect the unique character of the area and preserve its architectural heritage as it contains warehouse buildings of several historic styles which are not represented elsewhere in the City. Historic District status would protect individual buildings from demolition or alteration, provide a framework for private rehabilitation within appropriate controls and encourage development of vacant properties in accordance with the design character of the area.

Existing properties surrounding the project site support commercial and residential uses. Immediately to the south of the site is the Farnsworth Green St. Laboratory building (California Registered Historic Landmark #941) which contains offices. The undeveloped cliff face is immediately west of the site and continues up to the corner of Sansome and Filbert Sts. Land to the west of the site, on the top and upper slopes of the cliffs, contains single- and multi-unit residential dwellings, including the Lower Calhoun Terrace residences. Across Sansome St. to the north is the Ice House, which has been converted to office use. On the northeast corner of Sansome and Green Sts. is a parking garage, an auto repair shop and third-floor residential use. A four-story parking garage is located on the southwest corner of Sansome and Green Sts.



HEIGHT AND BULK DISTRICTS	HEIGHT LIMIT	HEIGHT ABOVE WHICH MAXIMUM DIMENSIONS APPLY	MAXIMUM BUILDING LENGTH	MAXIMUM DIAGONAL MEASUREMENT
84-E	84	65	110	140
65-A	65	40	110	125
65-X	65	BULK LIMITS NOT APPLICABLE		
40-X	40	BULK LIMITS NOT APPLICABLE		
OS	CONFORMITY WITH OBJECTIVES, PRINCIPLES AND POLICIES OF THE MASTER PLAN			

SOURCE  
SAN FRANCISCO DEPARTMENT OF CITY PLANNING

FIGURE 9: HEIGHT AND BULK DISTRICTS MAP



### III. Environmental Setting

Recent and on-going construction or renovation activities in the project vicinity include Levi's Plaza, a seven-block, mixed use development; 101 Lombard and Telegraph Landing condominium developments, north of Greenwich St.; 1299 Sansome St., an office building on the northwest corner of Sansome and Filberts Sts.; Embarcadero Terraces, an office and restaurant complex, on Front St. between Green and Union Sts.; an office project at 955 Front at Green St.; and the Roundhouse office conversion on Port of San Francisco land on Sansome St. between Lombard and Chestnut Sts (see Figure 19, p. 45).

#### B. VISUAL QUALITY AND URBAN DESIGN

##### VISUAL QUALITY

The project site is located on the lower sideslope and base of a steep cliff on the eastern side of Telegraph Hill (see Figure 10, p. 21). The cliff is part of a larger cliff wall which extends from Green St. around the eastern and northern faces of Telegraph Hill (the area proposed for landmark status). The cliffs, with the Coit Tower recreation area on top of Telegraph Hill, constitute the largest area of open space in the northeast corner of San Francisco.

The entire cliff area, including the project site, is visible from points on the Bay, from the Bay Bridge and the Embarcadero Freeway (see Figure 11, p. 22). Views of the vertical face of the eastern and northern sides of Telegraph Hill have been reduced by cumulative development; recent and ongoing projects include Levi's Plaza, 101 Lombard, Telegraph Landing Condominiums, 1299 Sansome St. and Telegraph Hill Condominiums.

The project site is currently vacant. Bare rock and vegetation occur on the site. A retention basin has been created at the base of the cliff, as required by the Department of Public Works./1/ The Sansome St. frontage of the site has been graded to provide access for excavation of this basin.

The cliff portion in the rear (western) part of the site is visible at pedestrian levels and from buildings on Sansome St. (see Figure 12, p. 23). The unoccupied rear yard of the Lower Calhoun Terrace residences provides open space north of the site. Substantial exposure of rock outcrop, with some vegetation and trees, occurs from the project site to the corner of Sansome and Filbert Sts.



FIGURE 10: VIEW OF THE SITE FROM AN EMBARCADERO OFFICE BUILDING LOOKING NORTHWEST

SOURCE  
TAI ASSOCIATES/ARCHITECTS





FIGURE 11: VIEW OF THE SITE FROM SANSOME STREET LOOKING NORTHWEST

NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS



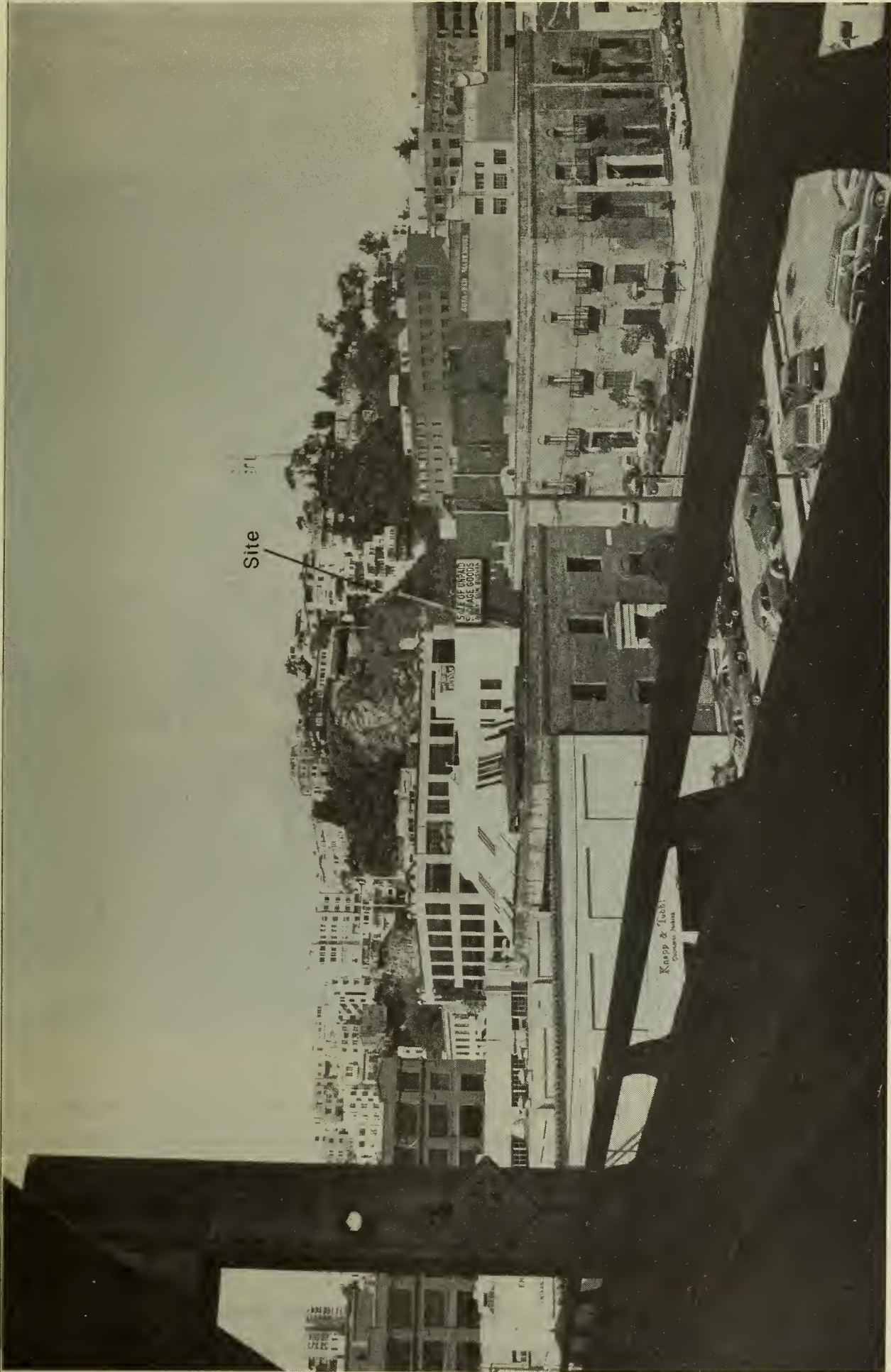


FIGURE 12: VIEW OF THE SITE FROM THE EMBARCADERO  
FREEWAY LOOKING WEST

NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS

### III. Environmental Setting

The residences to the northwest of the project site (Lower Calhoun Terraces) and the viewing point at the end of Upper Calhoun Terrace have unobstructed views to the east of the Bay, the Bay Bridge and Treasure Island (see Figure 13, p. 25). Foreground views are associated with waterfront activities and include marine buildings, wharves, piers and boats. South and southeast of these points are views of the Financial District, the Embarcadero Freeway and the Ferry Building.

#### URBAN DESIGN

At the base of Telegraph Hill is the low-lying northeast waterfront district. This area, which includes the project site, is of historic and architectural significance because it contains commercial warehouse buildings from nearly every decade of San Francisco's history and reflects the waterfront storage and maritime activities which are an important part of San Francisco's commercial history. This area has been proposed for designation as the Northeast Waterfront Historic District.

The northeast waterfront contains a mixture of older warehouse buildings, new and rehabilitated office buildings, and new residential mid-rises. Buildings in the area range from about 20 to 85 ft. in height. Most new residential construction is to the north of the project site (101 Lombard and Telegraph Landing Condominiums). New offices and renovated warehouses used for office space are grouped immediately to the north and east of the site (Levi's Plaza, 1299 Sansome St., Ice House).

New condominiums and office buildings are generally built with red brick facades and steel sash windows. This design emulates much of the older brick structures east of Sansome St., although the new buildings do not repeat the broad mouldings around windows found in the former structures.

To the south of the site are numerous reinforced concrete structures with larger windows. These buildings have not been as extensively rehabilitated into new office space as the older brick buildings in the area. Fenestration in the older buildings is usually small-paned industrial sash which is recessed from the face of the building. New offices and residences use large pane glass, without mullions, flush with the building face.

Adjacent to the site on its south side is a yellow two-story reinforced concrete building, the Farnsworth's Green St. Laboratory (California Registered Historical Landmark #941).





FIGURE 13: VIEW OF THE SITE FROM CALHOUN  
TERRACE LOOKING EAST

NOTE

SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE

TAI ASSOCIATES/ARCHITECTS

### III. Environmental Setting

This landmark status is commemorative in nature (a plaque mounted in the sidewalk describes the scientific advances made by Philo Farnsworth in the development of electronic television in the 1920's at 200 Green St.). Across Sansome St. is a similar beige two-story reinforced concrete parking garage and the five-story brick Ice House, which is currently in the process of renovation for office use. Views of the Bay from Sansome St. (toward the east) are blocked by these buildings.

Urban development surrounds the Telegraph Hill cliffs. A residential neighborhood of small and medium-sized houses and multi-unit dwellings exists on top of the hill and extends partway down the cliffs. The housing on the hill ranges from small turn-of-the-century wooden houses to larger multi-family buildings constructed between 1919 and 1940. A white 10-unit residential structure with a series of brown terraces stepping back up the hill, is located northwest of the site at 38-50 Calhoun Terrace (Lower Calhoun Terraces).

Views of the Telegraph Hill cliffs have been and continue to be reduced by the cumulative construction surrounding them. On-going and planned projects on the cliffs' eastern and northern faces are discussed on p. 20 and illustrated in Figure 29, p. 45. On Sansome St., the cliffs remain a prominent feature because large expanses of them are undeveloped.

#### NOTES - Visual Quality and Urban Design

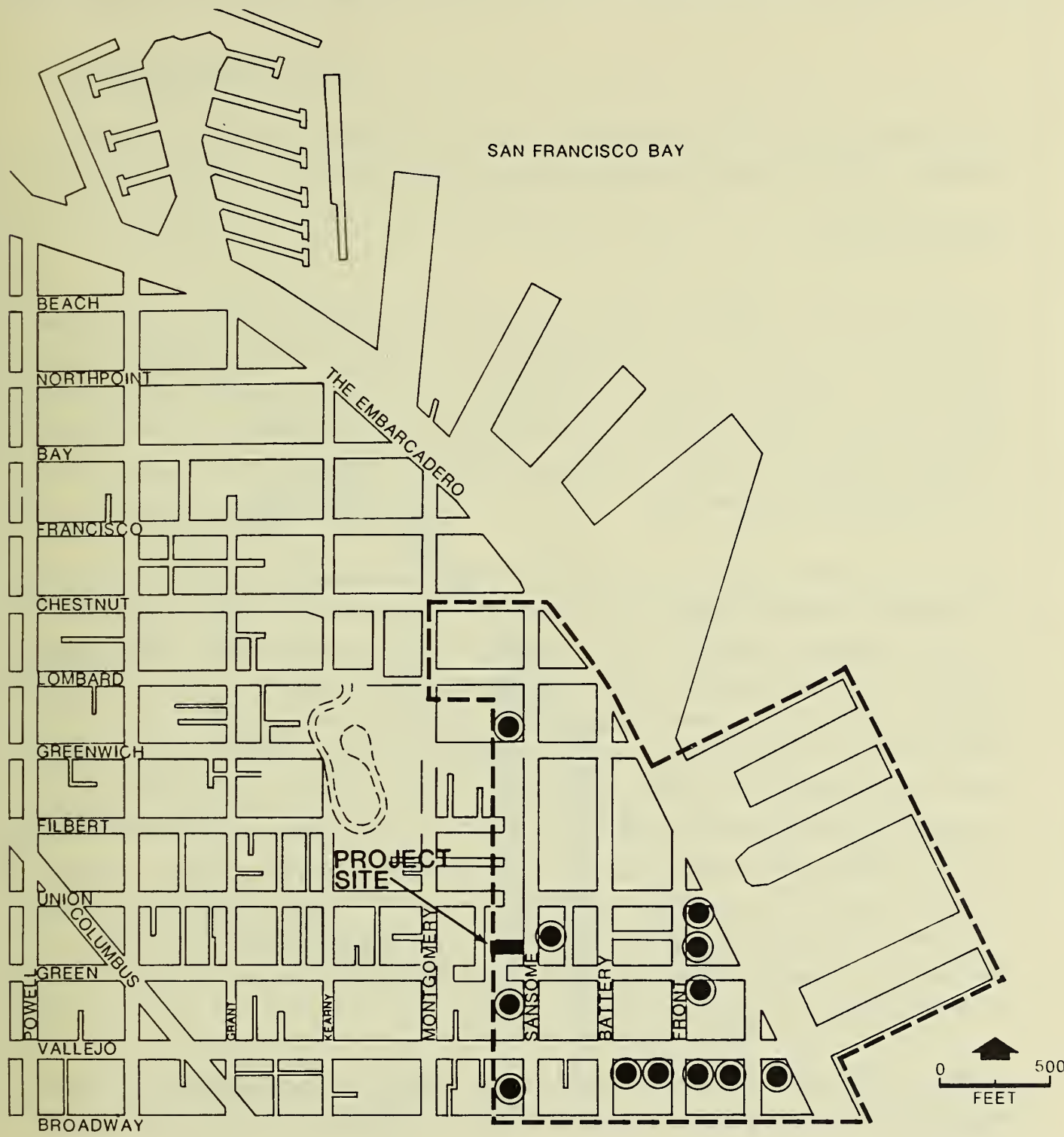
/1/ Jeffrey Lee, Director, Department of Public Works, letter (order of abatement #01A-P15-P10-0051), April 2, 1982.

### C. PARKING AND TRANSIT

#### PARKING

Public parking facilities within the project vicinity (which is generally defined by the eastern edge of Telegraph Hill, Broadway, and the waterfront) are located mostly south and east of the site. Surveys of existing long-term (greater than six hours) off-street public parking in the project area were conducted by Environmental Science Associates, DMJM and Environmental Impact Planning (EIP) (see Figure 14, p. 27)./1/ In the project vicinity there are about 2,790 long-term, commercially available off-street parking spaces. During the time periods when the surveys were conducted, there were 670 spaces vacant on a daily basis, or an average occupancy of about 76%. The proposed





**LEGEND**

- GARAGE OR LOT, OPEN TO THE PUBLIC
- BOUNDARY LINE OF PARKING SURVEY AREA

SOURCE  
DMJM

FIGURE 14: PUBLIC OFF-STREET PARKING IN PROJECT VICINITY

### III. Environmental Setting

Embarcadero Terraces office building would remove a 304-space parking lot (included in the above total) that is presently fully occupied on a daily basis.

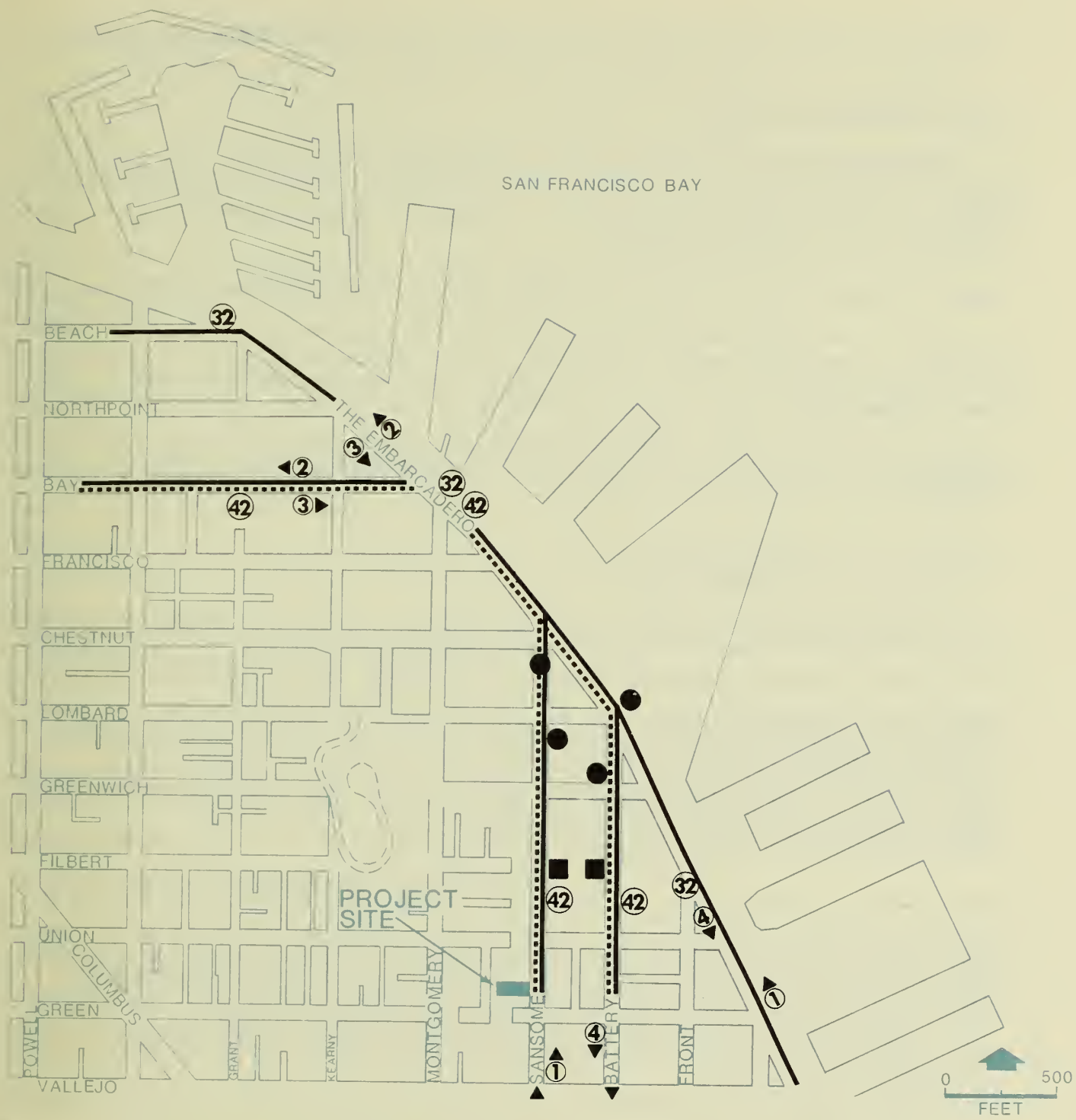
#### TRANSIT (MUNI)

The project area is served by two Muni routes (see Figure 15, p. 29). Muni Route 32-Embarcadero operates on The Embarcadero in the project vicinity and Muni Route 42-Downtown Loop runs northbound on Sansome St. and southbound on Battery St. in the project vicinity. Scheduled peak-hour headways (time between buses) on the two routes are approximately 15 minutes./2/ Additional buses operate on these routes, particularly the 42 route, during the peak hour.

Muni has established maximum recommended passenger loadings that are used as a basis for scheduling peak-hour trips on each route. The recommended loadings are equivalent to 150% of seated capacity for motor coaches. Loading in excess of the recommended maximum decreases passenger comfort, reduces schedule adherence, and increases passenger loading time. Peak-hour passenger loadings on the two Muni lines were observed in the project vicinity on several weekdays in January 1983 by Environmental Science Associates./3/ Both Muni lines operate in two directions in the project area. Consequently, observations were made at four points on the routes. The checkpoints are shown on Figure 15 and in Table 3, p. 47, by direction and checkpoint number. As shown in Table 3 both of the Muni lines in the project area operate under acceptable conditions during the existing peak hour (indicated by load factors not exceeding 1.00). At three of the checkpoints, loadings exceeded seated capacity (indicated by load factors in excess of 0.67) but remained less than total capacity.

The Muni Five-Year Plan outlines a program for integrating Muni and regional service./4/ Programs for improving route structures, collection procedures, and regional transfer coordination are planned which would increase the percentage of non-San Francisco residents (presently 10%) making use of Muni. These programs would primarily affect trips to non-downtown locations and the other eight Bay Area Counties.

The site currently contributes \$350 in General Fund revenues to Muni; there are no costs to Muni associated with the site.



**LEGEND**

- MUNI ROUTE, LINES 32 AND 42, ● - BUS STOP
- ⋯ GOLDEN GATE TRANSIT ROUTE, ■ - BUS STOP
- ① CHECKPOINT NUMBER AND DIRECTION OF TRAVEL FOR LOAD CHECK

SOURCE  
 ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

FIGURE 15: TRANSIT ROUTES



### III. Environmental Setting

#### NOTES - Parking and Transit

/1/ Environmental Impact Planning, 1982, Roundhouse Development Transportation Report, and a parking survey conducted by Environmental Science Associates, Inc. on February 3, 1983. This data is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor, San Francisco.

/2/ San Francisco Municipal Railway, September 1982, Guide to Frequency of Service.

/3/ Data collected between 4:30 p.m. and 6:00 p.m. on January 13 and 20, 1983 (both weekdays) at checkpoints shown on Figure 15, p. 29 by Environmental Science Associates, Inc. This data is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor, San Francisco.

/4/ San Francisco Municipal Railway, May 1982, Municipal Railway Five-Year Plan 1982-1987.

#### D. GEOLOGIC CONSIDERATIONS

The site and adjacent areas on Telegraph Hill were quarried during the late 1800s for rock that was used as ballast, bayfill and street and rail bedding. Quarry operations left steep bedrock faces, including the one at the rear of the project site, and exposed the fractured and sheared sandstone, siltstone and shale that form the base of Telegraph Hill./1/ Of these three rock types, the siltstones and shales are the most fractured, and are less capable of bearing heavy loads than the sandstone.

The site slopes upward towards the west and north, from an elevation of about 25 ft. above mean sea level (MSL) to about 160 ft. (MSL) on the northwest edge of the site. Near Sansome St. the slopes are about 1.5:1 (horizontal/vertical), steepening to 0.25:1-0.5:1 in the southwest corner of the site./2/ Some slopes are steeper, with areas of vertical slopes and overhangs. A prominent rock knob overhangs the southern slope of the site (see Figure 12, p. 23).

No active faults are known to exist within the City, but several active faults are nearby and could affect the project./3/ These include the San Andreas Fault, about 10 miles southwest of the site; the Hayward Fault, about 15.5 miles east of the project; and the Calaveras Fault, about 30 miles east of the site. The inactive City College Fault Zone is about 5 miles southwest of the project site.

The major potential geologic hazards on the site are ground shaking and land and rock slides. Weak seismic shaking could occur on the site in a major earthquake (Richter

### III. Environmental Setting

magnitude 8+) (seismic shaking would be weak because bedrock underlying the site would not amplify seismically induced ground motion as would unconsolidated sediments or fill);/3, 4/ this could trigger landsliding or rockfalls. Active sliding and sloughing of the slope this year and during previous years have resulted in a considerable accumulation of talus on the site. The western slope of the site contains adversely layered siltstone and shale which have been loosened by roots and weathering./5/ During periods of heavy precipitation (especially the heavy rains of the past two winters) the natural erosion process is accelerated, resulting in large amounts of siltstone and shale falling downslope on the project site or onto the rear part of the property at 200 Green St.

A large slope failure occurred on the northwest portion of the slope (beneath the eucalyptus tree) in the winter of 1979-80, when several cubic yards of material slid down the slope. This failure area has progressed southward with the passage of time. The quantities of recent failures have amounted to several cubic yards each, and at least two rock falls occurred in 1982. Although most of the rock falls in the area (on the steep sandstone slopes above Green St. and at the end of Calhoun Terrace) are outside the property boundaries, a large piece of sandstone fell from the overhanging rock knob in the southwestern part of the site in March, 1982.

A retention basin has been excavated on-site (at the mandate of the Department of Public Works) to prevent talus, which has fallen from the cliff, from sloughing onto the adjacent southern property./6/ Another remedial slope correction actions performed at that time was the construction of a small earthen berm on the downhill side of the retention basin to provide additional restraint of large boulders./7/

Although many of the Telegraph Hill quarry slopes have remained essentially stable over the last 80-100 years, other areas, including portions of the site, contain loose talus or adverse bedding which can be expected to continue to fail unless properly stabilized.

Surface rupture is not likely, because the site is not underlain by an active fault. Since the site is underlain by bedrock, liquefaction or subsidence would not occur./8/ The site is above the area that would be inundated by the 500-year tsunami runup./9/



### III. Environmental Setting

#### NOTES - Geologic Considerations

/1/ Dames and Moore, Report, Foundation Investigation, Proposed 12-Story Office and Apartment Building, 1171 Sansome Street, San Francisco, California, May 28, 1982.

/2/ Dames and Moore, Remedial Measures for Slope Stabilization, 1171 Sansome Street, San Francisco, California, April 9, 1982.

/3/ URS/John Blume and Associates, San Francisco Seismic Safety Evaluation, June 1974.

/4/ The Richter Scale of magnitude is a logarithmic scale which rates earthquakes on the basis of the amount of energy released. An increase of one full point on the Richter Scale represents a 30-fold increase in the amount of energy released.

/5/ Adverse bedding occurs when the dip (or angle) of the bed is in the same direction as the slope. This condition allows separate layers of material to slide or break along bedding planes which predisposes sites with these conditions to landsliding.

/6/ Talus is a collection of fallen disintegrated material which has formed a slope at the foot of a steeper declivity.

/7/ William Wood, Geologist, Dames & Moore, letter, March 31, 1983.

/8/ Liquefaction is the process by which a water-saturated solid material, such as sand, is transformed into a fluidlike state, such as quicksand.

/9/ Garcia, A.W. and J.R. Houston, 1975, Type 16 Flood Insurance Study. Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Technical Report H-75-17, Hydraulics Laboratory, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

#### E. ENERGY

As the project site is vacant, no energy is consumed. Electricity and natural gas service in the project area are provided by the Pacific Gas and Electric Company (PG&E): PG&E currently obtains its electric energy from oil, natural gas, nuclear, hydro-electric and geothermal sources. New demands for electricity in the PG&E service area of Northern California are anticipated to be met primarily from coal, nuclear and hydroelectric sources. Co-generation and additional geothermal power development are planned to supplement the existing supplies.

Among the major new power plants expected by PG&E are the Diablo Canyon nuclear plant and the Helms Pump Storage hydro-electric plant./1/ PG&E expects the first units of each project to begin operating by Spring 1983 (Diablo Canyon is undergoing



### III. Environmental Setting

seismic safety review and must receive an operating permit from the Nuclear Regulatory Commission before it can begin operation). No other nuclear power plants are proposed in California. Unit Two of Diablo Canyon and Units Two and Three of the Helms Plant are anticipated by PG&E to begin operating in late 1983. PG&E also anticipates increased purchases of electricity from other utilities. This power is expected to come from surpluses generated by hydroelectric and nuclear plants in the Pacific Northwest, as available./2/ These surpluses are uncertain due to cancellation of two of the five Washington Public Power Supply System nuclear plants and long-term delays in a third plant, increased demand for electricity in the Pacific Northwest, and fluctuation of available hydropower because of climatic variations. PG&E would be able to supply electricity to the project even if Diablo Canyon were not to begin operating; however, projected costs would be higher and reserve margins would be lower.

#### NOTES - Energy

/1/ Jim Davidson, Senior Civil Engineer, Pacific Gas and Electric Company, telephone conversation, May 21, 1982.

/2/ Elmer Hall, Chief Generation Planning Engineer, Pacific Gas and Electric Company, telephone conversation, March 3, 1982.

## IV. ENVIRONMENTAL IMPACT

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Effects of the project in regard to land use; population, employment and housing; transportation and circulation (other than parking and transit); noise; air quality; utilities and public services; biology; water; hazards and cultural issues were determined to be insignificant after review of the Initial Study, and will not be discussed in the EIR. The Initial Study is reproduced in Appendix B, p. 85. Some of the impacts presented herein are not physical environmental effects as defined by the California Environmental Quality Act. They are included in the EIR for informational purposes only.

A. VISUAL QUALITY AND URBAN DESIGN

## VISUAL QUALITY

The proposed project would be built on the eastern part of the property with its frontage on Sansome St. The cliffs in the western portion of the property would be preserved as open space. The proposed building would partially block the cliffs from pedestrian and elevated views directly across from the site and for a short distance along Sansome St. to the south. The cliff would be visible from Sansome St. at a point half-way between Green and Vallejo Sts. (to the south) (see Figure 16, p. 35). The cliff in the rear of the property is not visible beyond a short distance to the north on Sansome St. because of the protruding topography of Telegraph Hill north of the site. Immediately north of the site, the 16-ft. lateral space between the proposed project and the Lower Calhoun Terraces would afford some visibility of the cliff. The proposed project would partially obstruct long-range views of the cliff area just north of the site from the Embarcadero office buildings (see Figure 10, p. 21), but the preserved cliff on the western part of the project site would be visible. The project would obstruct views of the lower cliff in the western part of the project site from the Bay Bridge and points on the Bay; the upper portion of this part of the cliff would be partially obstructed from these points. The site is not visible from long-range views to the north because of the aforementioned protruding cliff topography.





NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS

FIGURE 16: PHOTOMONTAGE OF THE PROJECT FROM  
SANSOME STREET LOOKING NORTHWEST



#### IV. Environmental Impact

The proposed building would be visible from short range views south along Sansome St. The upper and front portions of the building would be visible from north views along Sansome St.; the rear portion would be concealed by the protruding topography of Telegraph Hill north of the site. The proposed building would be visible from long range views such as the Bay Bridge, boats on the water, the Embarcadero Office Building and the Embarcadero Freeway (see Figure 17, p. 37).

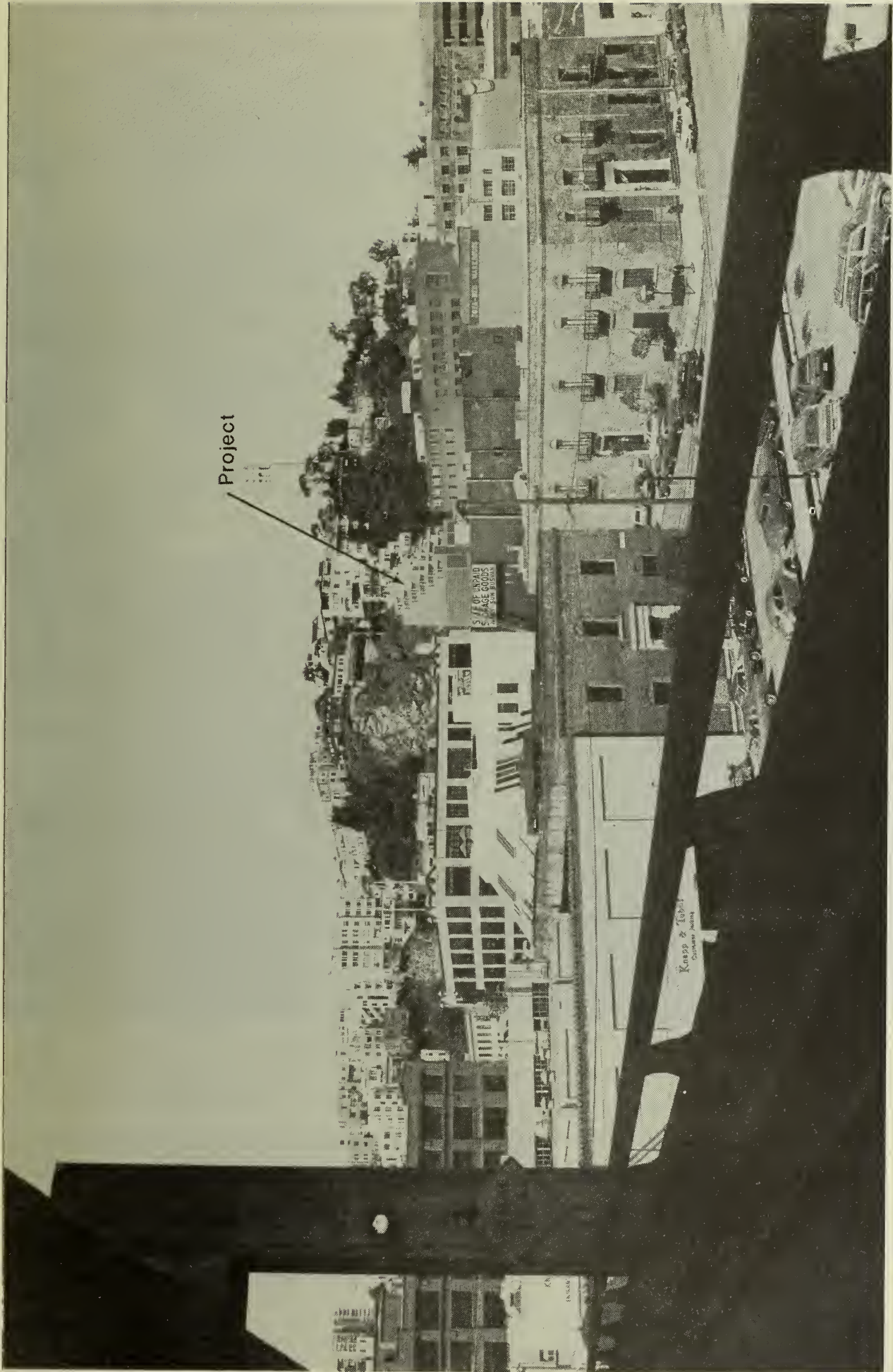
The proposed project would be located southeast of the Lower Calhoun Terraces. The project would reach just slightly above the roof of the lowest residential multi-unit (lowest of three major building set backs) of this building (see Figures 3, 6 and 7, pp. 9, 13 and 14). Southern and southeastern views from the southern units on this level would be blocked; eastern views would not be altered. The proposed project would be visible from residences above the lowest set back, but would not obstruct their views.

The west facade of the proposed building would have balconies and terraces above the fifth floor. Since the proposed project is separated from the Lower Calhoun Terraces by less than 16 ft. (because of the terrace extensions on these units), the proximity of the balconies might infringe on the privacy of Lower Calhoun Terrace occupants. The project's west-facing windows may also result in some reduction of privacy of the established residents, especially in the two lower levels.

The rooftop and back of the proposed project as well as the rear balconies and terraces on the rear wall would be visible from Upper Calhoun Terrace. Long distance views from this point would not be affected (see Figure 18, p. 38).

The project would be built immediately adjacent to the north wall of the two-story Farnsworth's Green St. Laboratory which has lot line windows. These windows, which are not legal under the San Francisco Building Code, would be blocked by the proposed project.

The proposed preventive maintenance of the cliff for the protection of the structure and its inhabitants would have no visual impact (see p. 51 for a discussion of this process).



NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS

FIGURE 17: PHOTOMONTAGE OF THE PROJECT FROM THE  
EMBARCADERO FREEWAY LOOKING WEST





↑ Project

FIGURE 18: PHOTOMONTAGE OF THE PROJECT FROM CALHOUN TERRACE LOOKING EAST

NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS



### URBAN DESIGN

The proposed building can be divided into two visually distinct parts, the design of which would reflect their different functions and settings (see Figure 3, p. 9). The seven lower floors of parking and office space are designed to blend with the surrounding buildings of the northern waterfront. The upper series of terraced residential floors are designed to blend with the buildings on the upper portions of Telegraph Hill. The project would incorporate these two designs by a sharing of some common architectural elements, but would exhibit textural and stylistic differences emphasizing each part's distinct function and setting. The building would be designed to provide vertical integration between the distinctly different architectural styles of the Northern Waterfront and Telegraph Hill.

The exterior of the project would be reinforced concrete of a light color similar to buildings on the west side of Sansome St. The project would have small pane fenestration on its east-facing facade, similar to surrounding buildings. The curved parapet roofline on top of the Sansome St. facade reflects the arch motifs found on many brick buildings on the eastern side of Sansome St. Although many similar architectural elements such as small windows would be used, the overall arrangement of the windows (asymmetrical and flush) would be modern in appearance and unique to the area. The south facade of the building would have one recessed window per residential level. The north facade would not have windows. This low ratio of windows to wall space would contrast with the adjacent Farnsworth Building and other similar warehouse buildings on the west side of Sansome St., but would be similar to buildings on the east side of Sansome St., such as the Ice House. The smooth-faced side masonry would be highlighted by horizontal belt courses (a flat, horizontal projection making a division in the wall plane). This striping would provide visual diversity and be a decorative element common to other buildings in the area.

The upper five floors of residential condominiums were designed to step back up the hill to follow the topography of Telegraph Hill and reduce the building mass along Sansome St. A series of concrete chimneys, window overhangs, terrace setbacks and an elevated penthouse would be the dominant architectural features in the upper part of the building. The building terraces would have planter boxes and balconies.

Table 1, p. 40 presents the urban design policies applicable to the proposed project and discusses the project's relation to these policies.

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TABLE 1: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT

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URBAN DESIGN

A. CITY PATTERN

Objective 1

- |   |   |
|---|---|
| 1. Policy 1. "Recognize and protect major views in the city, with particular attention to those of open space and water." (p. 10) | Views of the Bay from Upper and Lower Calhoun Terrace looking directly east would not be obstructed. The cliffs would be obstructed from view at a street and elevated level for a short distance south from Sansome St. even though the upper portion of the cliff itself would be preserved. Long distance views of the cliffs would be partially obstructed from the Bay Bridge, the Bay and the Embarcadero office buildings and Embarcadero Freeway. |
| 2. Policy 4. "Protect and promote large-scale landscaping and open space that define districts and topography." (p. 10)           | The proposed project, although partially obstructing the view of Telegraph Hill from street and elevated levels, would preserve the upper portion of the cliffs as open space which defines a district.   |

B. POLICIES FOR CONSERVATION

Objective 2

- |   |  |
|---|--|
| 3. Policy 1. "Preserve in their natural state the few remaining areas that have not been developed by man." (p. 24) | A portion of the cliff slope (east section) would be developed, while the upper cliffs (west section) would be left in their natural state.  |
| 4. Policy 6. "Respect the character of older development nearby in the design of new buildings." (p. 25)            | By using traditional northern waterfront building elements, such as similar sized window bays and rustication, the project would be complimentary to the older buildings in this district, while not duplicating their style. The project is most similar to the other concrete buildings along the west side of Sansome St. The project would not repeat the window symmetry of surrounding street level buildings, nor would its windows be recessed and encased by broad moldings. The exterior shows clearly defined and ordered elements whose total design is modern in style. The upper-level setbacks would provide a transition between the mid-rise warehouse offices of the Northern Waterfront District and the low-rise residences of Telegraph Hill. |



TABLE 1: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT  
(Continued)

5. Policy 7. "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character." Telegraph Hill (p. 25 and 26)	The project would be taller than the "low small-scale buildings" characterizing the area. It would cumulatively contribute to obstruction of Telegraph Hill.
C. POLICIES FOR MAJOR NEW DEVELOPMENT <u>Objective 3</u>	
6. Policy 1. "Promote harmony in the visual relationships and transitions between new and older buildings." (p. 36)	See Item 4 above. According to the Urban Design Plan, buildings should be sympathetic to the scale, form and proportion of adjacent development. The roofline approximating the older brick building across Sansome St. would enhance the harmony between the project and older buildings.
7. Policy 2. "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance." (p. 36)	The color of the building, while still undetermined, would be light and would blend in with the color of surrounding concrete warehouses and wooden residences. The shape of the arched parapet roofline would be a distinct feature on Sansome St.
8. Policy 5. "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development." (p. 36)	See items 1 and 2 above. From Sansome St., the facade of 1171 Sansome St. would appear to be the same height as the Ice House, Levi's Plaza and other buildings in the area, although it would be smaller in overall bulk. The project would be taller, however, than most buildings in the area and would not be consistent with this policy as it recommends that buildings of small scale should occur at the base of hills; it also recommends that where hills are capped by open spaces and where existing hilltop development is low and small-scaled, new buildings should remain low in order to conserve the natural shape of the hill and maintain views to and from the open space.



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TABLE 1: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT  
(Continued)

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- |  |  |
|--|--|
| <p>9. Policy 6. "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction." (p. 36)</p> | <p>See items 4, 5, 6 and 7 above. The terraced upper-floor setbacks are designed to reduce the apparent bulk and scale of the project. The maximum horizontal dimensions would be comparable to nearby structures in the Northern Waterfront District, but the project would be lesser in bulk than older low-rise buildings. The visual mass of the project is also lessened by distributing bulk towards the bottom.</p> |
|--|--|

NORTHEASTERN WATERFRONT PLAN

A. BASE OF TELEGRAPH HILL  
Objective 3

- |   |  |
|---|--|
| <p>1. Policy 1. "Consistent with policies 2 and 3 encourage development of uses which would strengthen the area's predominant uses of professional and general offices and design-related activities." (p. 30)</p>                          | <p>The project would provide about 29,355 gross sq ft. of office space for professional and general offices.</p>   |
| <p>2. Policy 2. "Encourage the development of residential uses as a major use in this area. Such use should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development." (p. 29)</p> | <p>The project would provide about 22,445 gross sq ft. of residential use on its upper five floors.</p>  |
| <p>3. Policy 4. "Develop the area to a lesser intensity of activity than the adjacent downtown and Fisherman's Wharf areas in order to provide a relief in intensity from those areas." (p. 29)</p>   | <p>The FAR of the Northern Waterfront SUD and RH-3 zoning district is much more restrictive than the C-3-O Downtown Office district. The proposed office and residential uses are less intensive than the retail and restaurant uses at Fisherman's Wharf.</p> |

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TABLE 1: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT  
(Continued)

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4. Policy 5. "Minimize the intensity of automobile activity and discourage or prohibit uses which rely heavily on the automobile for their success, generate automobile traffic and require large amounts of parking. Strictly limit parking developed with new uses." (p. 30)
- Parking surveys from Tai Associates/ Architects indicate that about 20% of the employees would use automobiles; the remainder would use some form of public transportation. The project would provide fewer than the required number of parking spaces.

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SOURCE: Department of City Planning, Urban Design Element and Northeastern Waterfront Plan, Comprehensive Plan.  
Environmental Science Associates, Inc.

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NOTES - Visual Quality and Urban Design

/1/ Rustication indicates a building with a rough masonry face which has been smoothed along the edges.

B. PARKING AND TRANSIT

Project-generated transportation impacts on vehicular travel and regional transit carriers' routes have been analyzed in the Initial Study (Appendix B, p. 85). The findings of the Initial Study were such that all transportation impacts except localized parking and transit (Muni) were focused out of the analysis.

TRAVEL DEMAND ANALYSIS

An estimate of the amount of travel associated with the proposed project has been forecast through an aggregate travel demand modeling process using a generation/distribution/assignment model in which the project has been treated as an attractor/generator of work and non-work related travel in proportion to the number of sq. ft. of net new office space and the number of dwelling units. Travel was distributed to available modes using modal split data specified by the Department of City Planning and a survey of Tai Associates employees conducted by Environmental Science Associates in October 1982 (see Appendix B, p. 85 - p. 11 and Table I of the Initial Study)./1/

The travel from the office portion of the project has been assumed to occur at the rate of 17.5 total (57% work and 43% non-work) person trip ends (pte) per 1,000 net sq. ft. of new office space. Travel from the residential portion of the project would occur at the rate of 9 total pte per weekday per dwelling unit. The project would generate approximately 550 person trip-ends per weekday./2/ The peak hour of project generation was assumed to occur during the peak period of 4:00 to 6:00 p.m. on weekdays, during which 20% of the daily (24-hour) office travel and 10% of the daily residential travel were assumed to occur. The project would generate about 100 person trip ends during the p.m. peak hour.

Within the project vicinity, there are 437,000 gross sq. ft. of new office space, 6,500 gross sq. ft. of new retail space and 360 new residential dwelling units proposed, approved or under construction (exclusive of this project) (see Figure 19). Table A-2, p. 81, in





**LEGEND**

- |                               |                       |
|-------------------------------|-----------------------|
| <b>1</b> ROUNDHOUSE           | <b>4</b> 1299 SANSOME |
| <b>2</b> EMBARCADERO TERRACES | <b>5</b> 101 LOMBARD  |
| <b>3</b> ICE HOUSE BUILDING   | <b>6</b> LEVI'S PLAZA |

SOURCE  
ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

FIGURE 19: DEVELOPMENT IN THE PROJECT VICINITY

#### IV. Environmental Impact

Appendix A shows the projects included as cumulative development in the project vicinity. The cumulative development (exclusive of the project) would generate approximately 1,600 person trip ends during the weekday p.m. peak hour.

Project peak-hour travel by mode for the project and other developments in the project area is shown in Table 2. The modal assignments have been made assuming existing travel patterns and do not attempt to predict any modal shift.

TABLE 2: PROJECTED\* PEAK-HOUR PERSON-TRIPS BY TRAVEL MODE

Modal Type	Projects** under Construction, Approved and Under Formal Review		1171 Sansome***		Total	
	Office & Retail	Residential	Office & Retail	Residential	Office & Retail	Residential
Auto	410	40	19	2	430	40
Muni	320	185	30	6	350	190
BART	220	15	13	-	235	15
AC	100	-	13	-	115	-
SamTrans	15	-	2	-	15	-
SPRR	55	5	2	-	55	5
GGT	50	-	4	-	55	-
Ferry	10	-	-	-	10	-
Other	<u>80</u>	<u>95</u>	<u>2</u>	<u>3</u>	<u>80</u>	<u>100</u>
Total	1,260	340	85	12	1,345	350

\* Projected based on distribution shown in Table A-1, Appendix A, p. 80. Residential modal splits are from 333 Bush St. FEIR, Table E-3, Appendix E.

\*\* Individual developments are listed in Table A-2, Appendix A, p. 81.

\*\*\* Projected based on survey of Tai Associates employees (October, 1982) (see Appendix B, p. 85 - Initial Study pp. 11 and 12).

SOURCE: Environmental Science Associates, Inc.

#### PARKING

Parking conditions in the project vicinity have been analyzed on the basis of long-term and short-term parking demand that might be expected to compete for parking in the

#### IV. Environmental Impact

general project area (see Figure 14 for the project vicinity boundary). Both long-term and short-term parkers from the cumulative development in the project area were assumed to park in this area. Cumulative net parking demand (long-term and short-term) from the proposed developments in the project area is projected to be 370 spaces, as shown in Table 3. The present surplus of 670 parking spaces in the project vicinity would be able to meet the cumulative total demand from the proposed development in the site area.

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TABLE 3: PROJECTED OFFICE PARKING DEMAND

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	<u>Buildings*</u> <u>Inside</u> <u>Survey Area</u>	<u>1171 Sansome</u>	<u>Total Inside</u> <u>Survey Area</u>	<u>Buildings**</u> <u>Outside</u> <u>Survey Area</u>	<u>Grand</u> <u>Total</u>
Long-Term Demand (Gross)	425	29	454	N/A	N/A
No. of on-site Parking Spaces	117	14	131	N/A	N/A
Net Long-Term Demand	308	15	323	155	478
Net Short-Term Demand	42	3	45	17	62
Total Parking Demand	350	18	368	172	540

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\* Individual buildings inside the survey area are listed in Table A-2, Appendix A, p. 81. Survey area boundaries are shown on Figure 14, p. 27.

\*\* Individual buildings outside the project area that would compete for parking in the project area are listed in Table A-3, Appendix A, p. 82.

SOURCE: Environmental Science Associates, Inc.

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It is possible that there may be competing parking demand from development outside of the project area (Financial District office buildings). Cumulative development outside the site vicinity was assumed to generate parking demand that would compete for parking in the project area in proportion to the distance from the project site.



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Total parking demand (long-term and short-term) from buildings outside the project vicinity is projected to be 170 spaces. Table 3 shows the long-term and short-term components of the parking demand for buildings both inside and outside the project area, including the project. Thus, the total demand would be 540 spaces. The project demand would be about 20 spaces and would represent about 4% of the total demand. The present surplus of 670 parking spaces in the site vicinity would be able to meet the cumulative total demand from the proposed buildings inside and outside the project area. Overall occupancy in the parking facilities in the survey area would be approximately 95%, an essentially full condition.

The project would provide 30 total off-street parking spaces, 14 of which would be for the exclusive use of residents in the proposed dwelling units and 16 would be for office use. The parking provision for residential use would meet the City Planning Code requirement of one space for each dwelling unit. The project would provide 16 of the 41 spaces required by the City Planning Code for office use. The project sponsor would apply for a parking variance from the Zoning Administrator.

#### TRANSIT (MUNI)

An analysis was made of the cumulative Muni impacts due to development in the project vicinity. The analysis considered only the lines that serve the project site, and not the entire Muni system. The project vicinity is physically separated from the downtown (C-3 District) by topographic constraints and geographic distance. Only two Muni routes operate in the site vicinity. These routes are used not only by City residents but also by commuters who use regional transit routes and transfer to Muni. As a "worst case", this analysis assumes no expansion in the Muni system and the results are not dependent on increased City, State, or Federal funding. If existing City, State, or Federal funding were to decrease, operating conditions on the Muni would be expected to deteriorate. Conversely, if funding were to increase over existing levels, operating conditions would be expected to improve.

Table 4 shows projected ridership (including transfer to/from BART, SPRR, AC Transit and SamTrans) for the existing plus cumulative condition, which includes the 437,000 gross sq. ft. of net new cumulative office development, the 6,500 gross sq. ft. of net new

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retail development, and the 360 dwelling units of net new residential development. Ridership from the project and load factors based upon existing capacity are also shown in Table 4. A load factor of 1.00 is equivalent to 100% use of recommended maximum capacity.

TABLE 4: EXISTING AND PROJECTED MUNI LOAD FACTORS IN PROJECT VICINITY DURING P.M. PEAK HOUR

Line No.	Check - Point*	Capacity**	Existing		Future w/o Project		Project		Future w/ Project	
			Riders	L.F.***	Riders	L.F.	Riders	L.F.	Riders	L.F.
32	1	240	60	0.25	70	0.29	0	0	70	0.29
32	2	240	70	0.29	110	0.46	3	0.01	113	0.47
32	3	360	205	0.57	210	0.58	0	0	210	0.58
32	4	360	285	0.79	350	0.97	5	0.01	355	0.99
42	1	360	245	0.68	400	1.11	5	0.01	405	1.12
42	2	360	250	0.69	285	0.79	3	0.01	288	0.80
42	3	720	80	0.11	115	0.16	1	0	116	0.16
42	4	790	200	0.25	775	0.98	51	0.06	826	1.04

\* Checkpoints No. 1 and 3 are stops before the buses enter the survey area. Checkpoints No. 2 and 4 are stops after the buses leave the project vicinity (Figure 15 shows the locations of the checkpoints).

\*\* Vehicular Capacities have been based on the following:

<u>Muni Vehicles</u>	<u>Maximum Seats</u>	<u>Recommended Standee</u>	<u>Recommended Total</u>
General Motors	48	24	72
American Motors	40	20	60

Muni capacity verified with Charles Romeyn, Supervisor of Scheduling, Muni Scheduling Department.

\*\*\* L.F. stands for Load Factor which is calculated by dividing riders by capacity.

SOURCE: Environmental Science Associates, based on data collected January 13, and 20, 1983; San Francisco Municipal Railway, Five-Year Plan, 1982-1987.

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The project would generate approximately 70 p.m. peak-hour Muni trips (including transfers). Sixty of these trips would be directed away from the project area and 10 would be directed into the area. The increase due to the project during the p.m. peak hour would represent about 6% of the increase in demand from cumulative development in the project area.

Under the future without the project (existing plus cumulative) conditions, both the 32-Embarcadero and 42-Downtown Loop would operate near capacity in the southbound direction leaving the project vicinity (load factor of 0.97 and 0.98 respectively). The 42-Downtown Loop in the northbound direction, entering the survey area, (load factor of 1.11) would exceed capacity. These conditions are shown in Table 4 in the future without project column under existing capacity load factors, where load factors approach or exceed 1.00. The project ridership would cause the operation of the 42-Downtown Loop in the southbound direction, leaving the survey area, to exceed capacity (load factor of 1.04). Addition of the project ridership to the existing plus cumulative ridership at the other three checkpoints would not cause operating conditions to exceed capacity for those lines not currently exceeding capacity.

As cumulative demand increases, the length of time of peak loadings would increase, spreading peak-of-the-peak conditions over time as transit capacity would permit. Muni plans to increase system wide capacity by 19% by 1987./3/ Once the proposed capacity becomes available, operating conditions in the project area would be expected to improve. However, Muni has not projected capacity increases on an individual route basis. Lacking this information, analysis of future conditions cannot be accurately made. However, if the assumption is made that the 19% increase would be applied uniformly to all routes, then with the future capacity, operating conditions at the checkpoints would be in acceptable conditions for the "future with project case" as indicated by load factors not exceeding 1.19.

The project would generate revenues of \$6,400 to Muni, while costs for Muni service are projected to be \$17,500 (the cost/revenue analysis is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor).

#### NOTES - Parking and Transit

/1/ The regional distribution, office trip generation, trip purpose and peak hour percentage are from Attachment I of the Guidelines for Environmental Impact Review, Transportation Impacts, Department of City Planning, October 1980; the modal split



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assignment is from Attachment 2. This material was supplemented by survey data collected by Environmental Science Associates, Inc. Residential trip generation is from Report on Trip End Generation Research Counts (Vol. 1-12) CalTrans District 4, 1966-1980. Retail trip generation is from Trip Generation, Institute of Transportation Engineers (ITE), 1979. Rates have been adjusted from vehicle trip ends to person trip ends based upon an assumed vehicle occupancy of 1.4 persons per vehicle.

/2/ 30,000 gross sq. ft. of office space X 80% (efficiency) X 0.0175 person trip ends (pte) per day/net sq. ft. + 14 dwelling units X 9 pte per day/dwelling units = 550 pte per day. (Efficiency converts gross square footage to net square footage.)

/3/ Muni projections from Municipal Railway Fleet Rehabilitation and Replacement Plan, San Francisco Public Utilities Commission, May 1982.

#### C. GEOLOGIC CONSIDERATIONS

The bottom floor of the proposed structure would be at approximately the elevation of Sansome St. To obtain this floor level, the slope would be excavated to a depth of about 45 ft. (from the existing ground surface) at the southwest corner and to about 80 ft. at the northwest corner of the site (see Figure 6, p. 13). At an average excavation depth of approximately 30 ft., about 7,000 cu. yds. of material would be removed from the site. Large, high capacity digging and excavating equipment would be used to excavate the site. Drilling and splitting may be necessary at the faces of the excavation to control rock breakage.

Improper excavation could affect the stability of adjacent property and structures. The project sponsor proposes to stabilize the walls of the excavated area with tieback anchors, wire mesh and rock bolts, or soldier beams, dependent on talus, bedrock and bedding characteristics found in various parts of the area to be excavated./1/ Shoring for the talus area would have to provide support over the entire cut face to prevent loss of material that could destabilize the slope above. Such shoring would also prevent rockfalls into the excavation pit, and subsequent hazards to workers and surrounding structures. Because the ground floor of the existing building immediately south of the site is higher than the excavation level proposed for the project, underpinning of the north wall and columns of the existing structure might be necessary.

Groundwater levels at the site are not known; however, because of the bedding angles of rocks on the site, and the depth of excavation proposed, it is possible that groundwater could seep into the excavation pit and affect foundations of the project. Excavation area

#### IV. Environmental Impact

shoring and foundation drainage would be designed to accommodate and mitigate the potential seepage, if necessary (see Section V. Mitigation Measures, p. 61).

Landsliding from the upper (western) portions of the site could damage the proposed structure during construction and present a hazard to workers as well as to tenants after occupancy.

Four measures to prevent damage to the structure and its inhabitants were considered by the project sponsor. The selected method would entail periodic scaling (or scraping) of loose material from the cliff, periodic clearing of the existing retention basin and maintenance of the existing earthen berm on the downhill side of the retention basin. Two other methods considered involved 1) maintenance and periodic clearing of the existing retention basin only; and 2) placement of cable-reinforced wire mesh and rock bolts covered with gunite and planter boxes along the western one-third of the site and through the adjacent City right-of-way for Calhoun Terrace north of the site and the steep, rocky slopes immediately south of the site (this second measure would have to extend beyond the project site boundaries to be effective)./2, 3/ Scaling of loose material and pinning (securely fastening) large boulders and unstable areas were also proposed as part of this latter method. A talus buffer would have been constructed against the retaining and building walls of 200 Green St. (Farnsworth Building) to protect against impact from large boulders that could break loose from the rock face above./4/ The third method included scaling of loose material from the cliff and excavation of a series of retaining walls stepping down the slope; planter boxes would have been incorporated into the cliff wall.

These three options were rejected because of a combination of cost, visual, hazard and effectiveness considerations. The first option was rejected because it did not incorporate any measures to reduce the incidence of rockfalls (scaling) or protect the structure from rockfall damage (earthen berm). The second option would have been hazardous to the construction crew to build as it requires working with jackhammers while suspended by mountain climbing gear on the cliff. This method would have limited long-term effectiveness because the stabilization materials have a high corrosion potential, the deterioration of which is imperceptible from the surface. The latter two options would be expensive to construct and would also have adverse visual impacts. The first of these would involve covering the slope with rock-bolted wire mesh and gunite and the second



would require excavation of a series of retaining walls which would alter the appearance of the cliff to a terraced surface.

None of the rejected methods would improve slope stability. The two latter methods would only correct surficial slope weaknesses temporarily. Areas of weakness could have no surficial expression and hence would not receive preventive or corrective treatment or stresses could be redistributed along the face of the cliff./5, 6/

The selected method of geologic preventive maintenance would not improve slope stability either, but it would reduce the likelihood of rockfall on the site by periodic scaling of excess material from the cliff face and would contain landslides up to the capacity of the retention basin. The earthen berm, on the downhill side of the retention basin, would provide additional restraint to large boulders. The greatest hazard from slope preventive maintenance operations to the building and its occupants would be during initial and maintenance scaling.

Landsliding or rockfalls from the steeper slopes on the western part of the site would be the most probable seismically induced hazards to affect the site. The risk to the building occupants from landslides or rockfalls would be minimal because the chance of a slide hitting the structure is remote and the building would be constructed of heavily reinforced concrete which is designed to withstand the possibility of rockfall. It is not possible to predict which slopes on Telegraph Hill would fail in an earthquake; however, proper shoring could prevent such an occurrence on the project site. Weak ground shaking, expected on the site, could also cause some minor damage (i.e., cracks in walls, fall of some unattached objects) to the structure./7/

NOTES - Soils and Geology

/1/ Dames and Moore, Report, Foundation Investigation, Proposed 12-Story Office and Apartment Building, 1171 Sansome Street, San Francisco, California, May 28, 1982. This report is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St.

/2/ Dames and Moore, Remedial Measures for Slope Stabilization, 1171 Sansome Street, San Francisco, California, April 9, 1982. This report is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St.

/3/ Gunitite is a mixture of cement, sand and water applied to a surface under hydraulic pressure (in this case to prevent weathering and residual falling of soil and rocks from the slope.



/4/ A talus buffer is a berm composed of talus (fallen rock debris).

/5/ William Wood, Geologist, Dames & Moore, letter, March 31, 1983.

/6/ William Wood, Geologist, Dames & Moore, conversation, April 22, 1983.

/7/ "Weak" groundshaking is the lowest level of shaking on the San Francisco Intensity Scale, which rates the effects of groundshaking on a scale of five (including weak, strong, very strong, violent, and very violent).

#### D. ENERGY

Energy would be required for excavation and the removal of debris to a disposal site. A projected 50 billion Btu at-source would be required during construction./1, 2/ This is the equivalent of about 8,550 barrels of oil (bbl/oil) and includes energy required for fabrication and distribution of materials, as well as direct energy consumption. Direct energy consumption at the site would represent approximately 17% of total construction energy use. A projected 8.5 billion Btu at-source (1,450 bbl/oil equivalent) would be consumed for site excavation, transportation of materials, and building construction, including on-site consumption of both gasoline and electricity.

Electricity and natural gas for project operation would be provided by PG&E. Electricity would be used for lighting, air conditioning, ventilation, elevator operation, office equipment operation, and plumbing system pumping. Natural gas would be used for space and water heating. Energy conservation measures are proposed and are discussed below. The project would not incorporate solar or other renewable energy sources.

Space and water heating would be supplied by a natural gas-fired boiler, supplemented by a small amount of electric space heating in the residential units. Air conditioning would be provided by an economizer cycle which would use cool outside air when possible, supplemented by an electric water chiller. A variable air-volume ventilation system would be used. The entire HVAC (heating, ventilating, air conditioning) system would be controlled to respond to weather conditions and building occupancy. Lighting in the office/retail areas would be provided by fluorescent fixtures; individual switching would be installed so that offices could use natural light when available. Single-glazing would be used in windows.

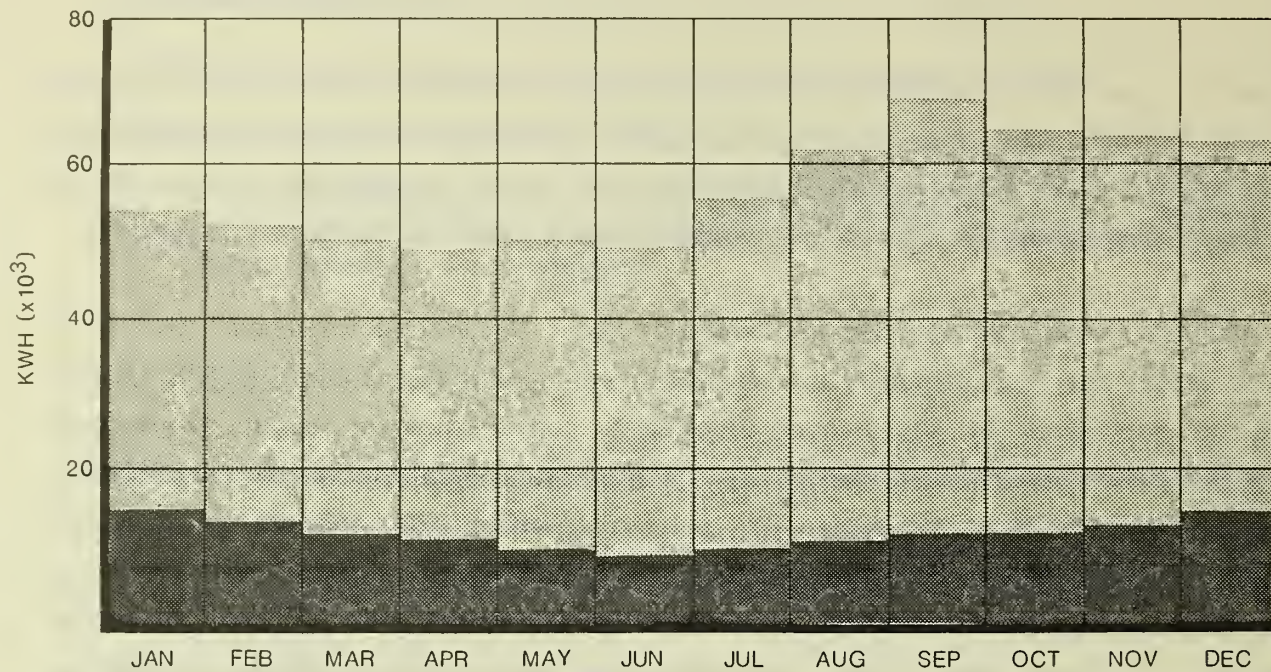
#### IV. Environmental Impact

The project would have an estimated annual energy consumption of about 87,500 Btu per sq. ft./3/ It would meet or exceed the prescriptive standards of Title 24 of the California Administrative Code which allows consumption of up to 126,000 Btu per sq. ft. of conditioned space annually. The project would consume about 240 Btu per sq. ft. per day.

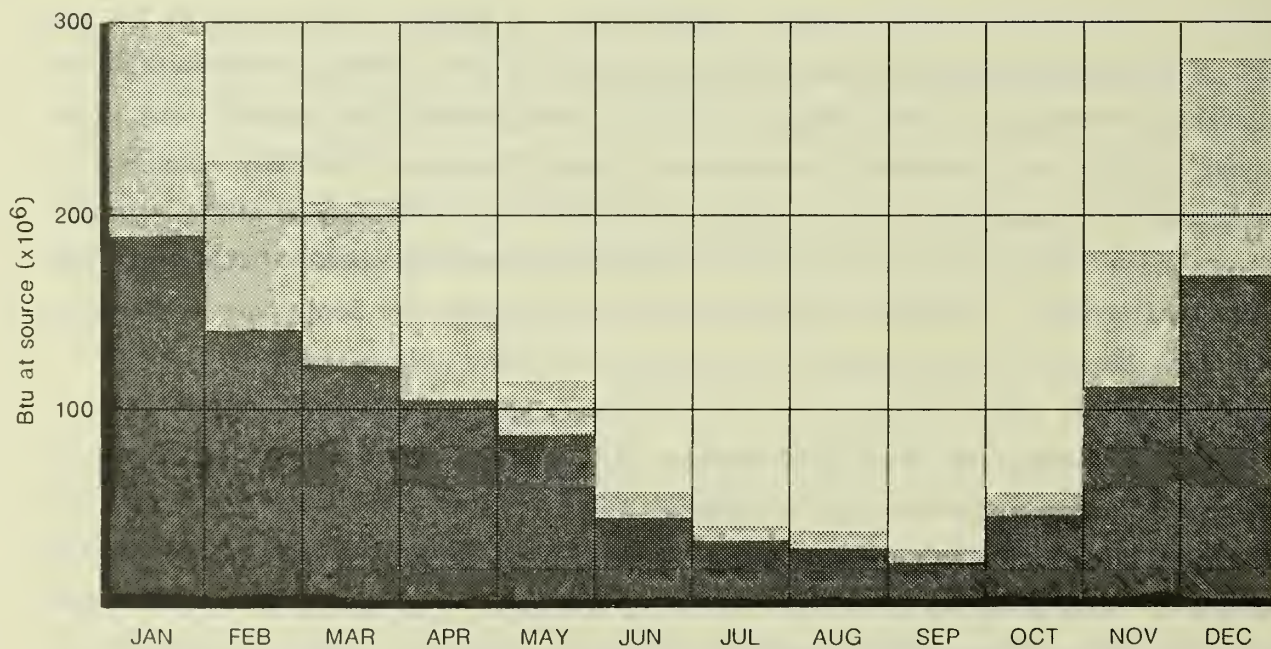
The structure would consume (at point-of-use) about 598,000 kilowatt-hours (KWH) of electric energy per year, primarily for ventilation and cooling (see Table 5, p. 57)./3/ This would be equivalent to the annual electricity consumption of about 184 average residential customers in San Francisco./4/ Of the total annual electricity consumption, office use would account for about 49%, residential about 29%, and the garage about 22%. The structure's electricity consumption would be about 8.8 KWH per sq. ft. per year. This compares to an average of 15 KWH per sq. ft. per year projected in recent EIRs for 13 high-rise structures./5/ It should be noted that the project would be considerably smaller than those used for comparison and, due to economies and diseconomies of scale, energy consumption could vary considerably. Actual operating consumption may be different from those shown. The structure's average monthly electricity consumption would be about 50,000 KWH, or about 0.7 KWH per sq. ft. per month. The connected kilowatt load would be about 554 KW. Average monthly electric demand distributions are shown in Figure 20, p. 56. Peak demand for electricity would be about 285 KWH and would occur between 4 and 5 p.m. on weekday evenings in September;/6/ this would not coincide with the San Francisco electrical consumption peak which occurs in December or January or with PG&E's system wide peak which occurs late on August afternoons. Average hourly electrical consumption for September is shown in Figure 21, p. 58.

Operation of the structure would consume (at point-of-use) about 3.3 million cu. ft. of natural gas per year, primarily for space and water heating (see Table 5, p. 57). This would be equivalent to the natural gas consumption of about 42 average residential customers in San Francisco./4/ Of the total annual gas consumption, office use would account for about 37%, residential about 63%. On a per sq. ft. basis, the structure's natural gas consumption would be about 60 cu. ft. per year. This compares to an average of 23 cu. ft. per sq. ft. per year projected for 13 high-rise structures which have been the subject of recent EIRs./5/ Actual operating consumption may be different due to the smaller size of the proposed project. Average monthly natural gas consumption by the structure would be about 275,000 cu. ft., or about 5 cu. ft. per sq. ft. per month. Average monthly natural gas consumption distributions are shown in Figure 20, p. 56. Peak demand





Average Monthly Electrical Consumption



Average Monthly Natural Gas Consumption

- Condominiums
- Offices

FIGURE 20: ESTIMATED MONTHLY NATURAL GAS AND ELECTRICAL CONSUMPTION CURVES

SOURCE: Hayakawa Associates



TABLE 5: ESTIMATED ANNUAL PROJECT ENERGY CONSUMPTION

	<u>Units of Energy (in Thousands)</u>	<u>Btu At-Source (in billions)*</u>	<u>Barrel Oil Equiv. (bbl. oil)</u>
<u>Building Operation</u>			
Electricity	598 KWH	6.1	1,040
Natural Gas	3,300 cu. ft.	3.5	600
<u>Transportation**</u>			
Gasoline	11.6 gallons	1.5	250
TOTAL PROJECT	--	11.1	1,890

\*1 KWH = 10,239 at-source Btu; 1 cu. ft. = 1,100 at-source Btu; 1 gallon = 140,000 at-source Btu; 1 bbl. oil = 5.88 million at-source Btu.

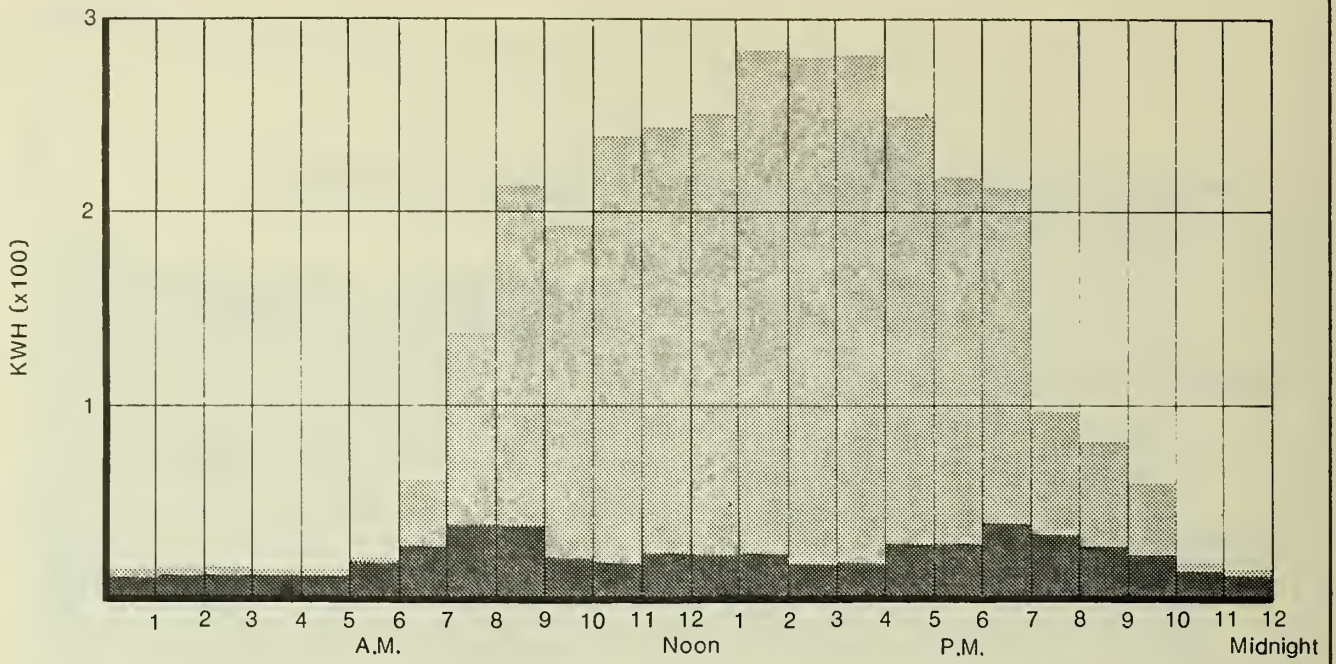
\*\* for vehicle trips generated by the project

SOURCE: Environmental Science Associates and Hayakawa Associates

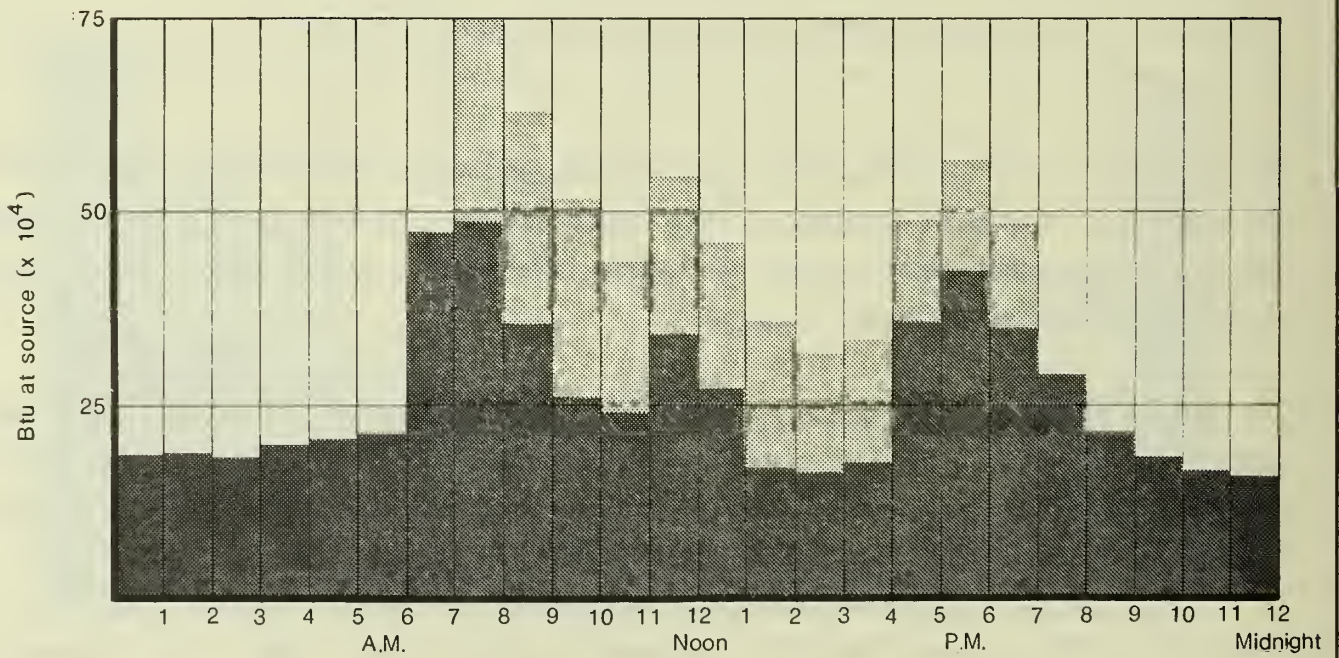
for natural gas would be about 700 cu. ft. per hour, and would occur between 8 and 9 a.m. on weekday mornings in January./6/ This would not coincide with PG&E's system-wide peak demand period which occurs on January evenings. Average hourly natural gas consumption is shown on Figure 21, p. 58.

The site is currently vacant, and no energy consumption is generated on-site. Thus, the project would increase at-source energy demands on PG&E by a total of 9.6 billion Btu/year. Most of these increased energy demands would be met by nonrenewable energy resources. The project would not affect any known solar equipment in the area.

Vehicle travel generated by the completed project would consume approximately 11,640 gallons of gasoline annually. This is equivalent to about 1.5 billion Btu per year. The projected use is based upon the mix of vehicles expected in California in 1985. In general, statewide vehicle fuel use is expected to decrease until 1985 as the vehicle fleet becomes more efficient and fuel becomes more expensive.



Average Hourly Electrical Consumption-Peak Month



Average Hourly Natural Gas Consumption-Peak Month

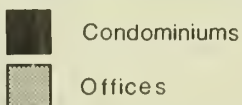


FIGURE 21: ESTIMATED DAILY NATURAL GAS AND ELECTRICAL CONSUMPTION CURVES

SOURCE: Hayakawa Associates



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Although the project's energy demand would probably not have a substantial effect on resource extraction, it would contribute to cumulative energy consumption that will result in depletion of nonrenewable energy resources. Energy use in downtown San Francisco by approved and recently proposed development other than the project would increase annual electricity consumption by more than 300 million KWH, or about 13% of PG&E's projected systemwide increase over the next 10 years, and would increase annual natural gas consumption by more than 520 million cu. ft./7/ The total increases in building energy demand resulting from approval of these developments would be about 3.6 trillion Btu annually, equivalent to about 600,000 barrels of oil per year.

The electrical consumption represents about 0.4% of the annual PG&E system demand in 1981. In 1981, PG&E had a surplus peak generating capacity of 4,500 MW and in 1985 expects to have a surplus of 4,200 MW. The energy demand presented by cumulative development in San Francisco (peak demand of about 312 MW) could be accommodated by PG&E facilities now and in the future./7/

#### NOTES - Energy

/1/ Btu, British thermal unit, a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.98 calories) at sea level. The term 'at-source' means that adjustments have been made in the calculation of the Btu energy equivalent to account for losses of energy which occur during generation and transmission of the various forms of energy.

/2/ Hannon, et al., "Energy and Labor in the Construction Sector", November 24, 1978, Science, Vol. 202.

/3/ Hayakawa Associates "1171 Sansome Street/Energy Analysis", November 23, 1982.

/4/ This projection is based on energy consumption data provided by Mr. Aleen, Rates Department, Pacific Gas and Electric Co., July 1, 1982.

/5/ Projected energy used by individual buildings:

<u>Project</u>	<u>GSF</u>	<u>Electricity KWH/sf/yr</u>	<u>Natural Gas Btu/s /yr (x 1,000)</u>	<u>Anticipated Completion</u>	<u>Total Btu x10<sup>9</sup></u>
101 Montgomery	248,480	27.4	24.1	1983	76
Central Plaza	370,580	13.3	4.6	-	48
Mont./Wash.	243,600	20.0	16.5	-	53
Bank of Canton	230,440	13.8	9.9	-	30
201 Spear	262,000	15.6	2.9	-	40
Fed. Res. Bank	640,000	16.8	55.1	1982	150



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Note /5/, continued:

<u>Project</u>	<u>GSF</u>	<u>Electricity KWH/sf/yr</u>	<u>Natural Gas Btu/s /yr (x 1,000)</u>	<u>Anticipated Completion</u>	<u>Total Btu x10<sup>9</sup></u>
Daon Building	289,000	16.6	16.4	1981	54
456 Montgomery	233,050	9.9	19.2	1983	30
333 California	870,050	17.2	6.1	-	113
101 Mission	223,600	10.2	40.9	-	33
Spear/Main	308,000	10.1	67.2	-	55
Post/Kearny	199,100	11.9	16.8	-	28
Pacific Gateway	341,000	15.5	21.9	1982	79
AVERAGE ESTIMATED USE		15.2	23.2		60.6

/6/ Zia Diarkee, Project Engineer, Hayakawa Associates, letter, April 11, 1983.

/7/ Summary of Loads and Resources (Form R-1A), and Future Generating Facilities and Changes to Existing Facilities (Form R-6), Pacific Gas and Electric Company, April 1, 1982.

### E. GROWTH INDUCTION

The project vicinity north of Filbert St. has recently undergone major redevelopment and growth with the construction of Levi's Plaza, 101 Lombard, and the Telegraph Landing Condominiums. This area is almost completely built up and would not experience any further growth from project implementation. The area in the immediate vicinity north of the project site to Filbert St. (with the exception of the southwest corner of Sansome and Filbert Sts.), contains the rear yards of residences fronting on Calhoun Terrace (on top of Telegraph Hill); development costs for excavation of this area would be exorbitantly high because of the large amount of excavation necessary and would probably not justify construction.

Buildings to the south and east of the site have not undergone a major transformation; project development, along with cumulative development in the project area, could encourage conversion of existing low-rise buildings (two- to four-story) to taller structures or demolition of existing structures and replacement by buildings developed to the maximum allowable floor area. A project is currently proposed on the southwest corner of Sansome and Green Sts. and another is under consideration west of the Farnsworth Building (northwest corner of Green and Sansome Sts.).

V. MITIGATION MEASURES

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In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been included as part of the project or would be adopted by the project sponsor or project architects and contractors; the remainder are not included in the project. The City Planning Commission could require that some or all of these measures be included as conditions of project approval, if found to be warranted.

A. VISUAL QUALITY AND URBAN DESIGN

MEASURES PROPOSED AS PART OF THE PROJECT

- The cliff in the western part of the property would be permanently preserved as open space.
- The project would use similar building materials, design, color and detailing as buildings on the west side of Sansome St.
- By emphasizing different architectural detailing in the upper and lower floors, the building design would provide vertical integration with the surrounding street-level (northern waterfront) and elevated (Telegraph Hill) architectural settings.
- No west-facing or recessed north-facing windows are proposed as part of the project to reduce light impacts on Lower Calhoun Terraces and other uphill residences.
- Decks, fireplace chimneys, planter boxes and other smaller scale articulation on the upper levels would enhance the residential nature of the upper levels of the project, and provide a transition to residences on Telegraph Hill.
- Two or three street trees would be incorporated into the project design, as appropriate.

B. PARKING AND TRANSIT

MEASURES PROPOSED AS PART OF THE PROJECT

- The project sponsor would retain a transportation broker responsible for coordinating, implementing and monitoring programs among tenants and employees to encourage ridersharing. Such programs would include, but not be limited to: on-site sale of BART tickets, Muni passes, and Golden Gate Transit Commute Books; establishment of employee carpool/vanpool system in cooperation with RIDES for Bay Area Commuters; or other such enterprises.
- A flexible time system for employee working hours would be encouraged by the project sponsor and management of the building.
- Within a year after completion of the project, the project sponsor would conduct a survey, in accordance with methodology approved by the Department of City Planning, to assess actual trip generation, trip distribution, and modal split pattern of project occupants, and actual pick-up and drop-off areas for carpoolers and vanpoolers. The results of this survey would be made available to the Department of City Planning. Alternatively, at the request of the Department of City Planning, the project sponsor would provide an in lieu contribution consistent with the project's proportional demand in a program for an overall survey of the downtown area to be conducted by the City.
- In recognition of the need for expanded transportation services to meet the peak demand generated by cumulative commercial development in the downtown area, the project sponsor shall contribute funds for maintaining and augmenting transportation service, in an amount proportionate to the demand created by the project as provided by Board of Supervisor's Ordinance No. 224-81.
- Should Ordinance No. 224-81 be declared invalid by the Courts, the project sponsor shall participate in any subsequent equivalent mitigation measures to be adopted by the Commission or the City in lieu thereof, which measures will apply to all projects similarly situated.



## V. Mitigation Measures

- Priority would be given to van and car pools for the 16 parking spaces for office use. Two of the 30 spaces would be available for handicapped use.
- Eyebolts to support future Muni electrification wires would be incorporated into the project.
- Construction deliveries would not be allowed during peak traffic hours (4:30 to 5:50 p.m.).

## C. GEOLOGIC CONSIDERATIONS

### MEASURES PROPOSED AS PART OF THE PROJECT

- Slope preventive maintenance measures, including periodic scaling of excess talus on the cliff, periodic maintenance clearing of talus from the retention basin and fortification of the existing earthen berm, would be implemented to minimize damage and injury to the structure and its inhabitants from the undeveloped western third of the site (the cliff).
- Foundations would be constructed in accordance with recommendations of a qualified geotechnical consultant. All loose rock would be removed beneath the footings, which would be founded directly on the rock.
- If a portion of the building site along the Sansome St. frontage is not directly on bedrock, a layer of compacted fill would be placed to support the ground floor slab and prevent differential settlement.
- The structure adjacent to the project site on the south would be monitored for settlement and underpinned, if necessary for stability.
- Excavation area walls would be shored and protected from slumping and rockfalls into the area. Shoring would be accomplished using methods approved by a California-licensed geotechnical consultant.

## V. Mitigation Measures

- The ground floor would be underlain by a "drainage blanket" or drainfield, with a perforated pipe draining to a sump or sewer. A separate drainage system would be installed to remove groundwater from behind the back and side walls of the proposed structure.
- All exterior underground wall and floor surfaces would be water-proofed.
- The project sponsor would retain a licensed soils engineer who would survey and document the present geologic condition of the portion of Telegraph Hill which could reasonably be affected by project construction during worst-case conditions. The geotechnical engineer would monitor construction activities during all phases of site preparation and construction.

### MEASURES NOT INCLUDED AS PART OF THE PROJECT

- Maintenance and periodic clearing of the existing retention basin only.
- Placement of cable-reinforced wire mesh and rock bolts covered with gunite and planter boxes, along the western one-third of the site and through the adjacent City right-of-way for Calhoun Terrace north of the site and the steep, rocky slopes immediately south of the site, is not included as part of the project. Pinning (securely fastening) large boulders and unstable areas is also not proposed.
- Excavation of a series of retaining walls stepping down the slope with planter boxes incorporated into the cliff wall is also not included as part of the project.

## D. ENERGY

### MEASURES PROPOSED AS PART OF THE PROJECT

- A variable air-volume ventilation system, equipped with an economizer cycle (to use 100% outside air, when it reaches the appropriate temperature) would be used to reduce energy consumption for air conditioning for the office space.
- Office suites would be equipped with individual light switches, time clock operation and fluorescent lights to conserve electric energy.

## V. Mitigation Measures

- Residential and office water heating systems would be insulated to minimize water waste and waste heat. In residential units, water heaters would be placed as close as possible to the source of use (sinks, showers, dishwashers) to minimize water waste and waste heat.
- Residential units would have individually-metered electric service to encourage energy conservation.
- The project would provide containers, to be located on a parking level, available to office tenants and residents of the building for collection and storage of recyclable solid wastes (such as glass, metal, computer cards, and newspaper) and the building manager would contract for recycling service.
- The building would be equipped with a trash compactor for use by commercial, office and residential tenants to reduce the volume of solid waste requiring storage and transport.
- The residential floors of the building would have windows that could be opened to reduce energy requirements for cooling.
- The project would adhere to the guidelines of the (now withdrawn) Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment. (HVAC systems would be separate for the office and residential uses.)
- Whenever possible, the HVAC system would be designed to recycle waste heat from lights and machinery to heat domestic water for office and residential use.

### MEASURES NOT INCLUDED AS PART OF THE PROJECT

- A solar collector system to provide hot water for the residential portion of the structure was rejected by the project sponsor because the architect determined there would not be sufficient rooftop space for its installation since the roof area is proposed as open space for the residents.



## V. Mitigation Measures

- Double-paned windows were rejected by the project sponsor because, while less space heating would be necessary in the cooler months of the year, the decreased heat loss from double panes would increase air conditioning requirements during warm months (PG&E's system-wide peak electric periods).
- Windows that could be opened on office floors were rejected because they would provide little energy benefit over the planned environmental control in the building and could result in inefficient operation of the environmental control system.

### E. AIR QUALITY

#### MEASURES PROPOSED AS PART OF THE PROJECT

- The project site would be sprinkled with water twice daily during construction to reduce dust generation by about 50%.

### F. HAZARDS

#### MEASURES PROPOSED AS PART OF THE PROJECT

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management before issuance by the Department of Public Works of final building permits.

### G. CULTURAL

#### MEASURES PROPOSED AS PART OF THE PROJECT

- Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmark Preservation Advisory Board; 2) require that the contractor suspend construction in the area of the

## V. Mitigation Measures

discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) that if feasible mitigation measures are identified they be implemented by the project sponsor.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

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This chapter contains suggested significant impacts which could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or other mitigation measures that could be implemented, as described in Chapter V., Mitigation Measures, p. 61. The City Planning Commission will make the final determination regarding significant impacts as part of their certification section. This chapter will be revised, if necessary, to reflect any findings of additional significant impacts in the Final EIR.

The project site would be susceptible to damage from rock and slide debris in the event of a severe earthquake.



VII. ALTERNATIVES TO THE PROPOSED PROJECT

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A. ALTERNATIVE 1: NO PROJECT

The no project alternative would involve no physical change to the project site. Site characteristics would be the same as those described in the Section III, p. 16. The proposed project would not be built, the sponsor would not obtain headquarters space and no new residential units would be constructed. The deteriorating cliff would not be preventively maintained to the extent proposed as part of the project (no scaling would be done), since monies to do so would be generated by the project. The retention basin at the base of the cliff and the earthen berm downhill of it would be maintained according to the Department of Public Works order of abatement.

The project sponsor has rejected this alternative because of the sponsor's need for an efficiently designed and located office facility with convenient access to the Central Business District, but removed from the higher density and rents of the downtown area. The liability of continuing cliff deterioration on the project site and the ongoing cost of preventive maintenance would also make this alternative financially untenable for the sponsor.

**VISUAL QUALITY AND URBAN DESIGN:** The physical characteristics of this alternative are the same as those described in Section III., p. 20. There would be no visual impact. No cliff or residential views would be blocked and the structure would not contribute to the building mass surrounding Telegraph Hill. No slope stabilization measures would be implemented which would affect the appearance of the cliff, such as those involving wire mesh, gunite or retaining walls.

**PARKING AND TRANSIT:** Conditions expected under this alternative would be as described in Section III.C, p. 28, and in Section IV.C, p. 49, under "future w/o project" condition.

**GEOLOGIC CONSIDERATIONS:** The physical characteristics of this alternative would be the same as those described in Section III., p. 30. Maintenance clearing of the retention

basin, created in November, 1982 would occur, as necessary. Periodic clearing of the retention basin and maintenance fortification of the earthen berm would also occur.

**ENERGY:** No on-going energy use would occur on-site.

**B. ALTERNATIVE 2: ALL OFFICE, 2 FLOORS OF PARKING**

Alternative Two would consist of a smaller structure than the proposed project (31,500 sq. ft. rather than 51,800 sq. ft), which would be used only for offices rather than a combination of office and residential uses. The architectural style and detailing would be more unified between the upper and lower floors and the entire structure would appear similar to the lower floors of the proposed project (more windows, less detail). Two floors of parking are proposed to provide 30 off-street parking spaces; a parking variance would be required as for the project.

The project sponsor has rejected this alternative because the detailing, increased window area and consequent emission of light from offices at night would be less compatible with uphill residential uses. One-time sales revenues from condominiums are necessary to cover costs of building construction and slope maintenance. These short-term returns outweigh the greater long-term revenues which could be realized from rental of office space.

**VISUAL QUALITY AND URBAN DESIGN:** The substitution of offices for residential units on the upper floors would result in a greater percentage of window area and less detailing on the upper office floors than the project. Exterior design of the upper level offices would provide a stronger contrast to residences on the sides and top of Telegraph Hill.

Since the building proposed by Alternative Two would be smaller than the project because of Building Code limitations, visual impacts regarding view blockage by the building and obstruction of the cliff area in the rear of the site would be reduced.

**PARKING AND TRANSIT:** This alternative would generate about 10% fewer peak-hour person trip ends than the project. Without the residential component, most travel during the p.m. peak hour would be away from the site. Total parking demand from this

alternative would be about 30 spaces which would be satisfied by the proposed number of parking spaces.

**GEOLOGIC CONSIDERATIONS:** The geologic considerations for this alternative would be essentially the same as those described in Section IV.C, p. 51; however, the substitution of offices for residential units would result in no permanent site residents. Fewer people would be impacted by rockfalls or seismic shaking at night. More daytime occupants of the site would be impacted by these occurrences were they to occur during working hours.

**ENERGY:** Natural gas consumption would be reduced slightly. Electric consumption would be increased per sq. ft. due to more air conditioned space. Natural gas and electric peaks would be reached earlier in the year than for the project.

C. ALTERNATIVE 3: CODE-COMPLYING COMBINED OFFICE AND RESIDENTIAL USE: SMALLER OFFICE SPACE AND MAXIMUM OFFICE SPACE VARIATIONS

The smaller office space variation of Alternative Three would consist of a structure of similar height, but less bulk than the project (see Figure 22, p. 72). It would contain the same number of residential units, but substantially less office space (7,000 sq. ft. rather than 26,300 sq. ft.). The reduction in office space would bring the project into conformance with the Planning Code regarding the provision of off-street parking spaces. A parking variance would not be required.

The maximum office space variation of Alternative Three would consist of a structure of similar height and bulk as the proposed project. It would contain the same number of residential units and a slightly larger amount of office space (31,500 sq. ft. vs. 29,355 sq. ft.), but would have an additional two subsurface parking levels to supply the 55 parking spaces required to conform to the Planning Code.

**VISUAL QUALITY AND URBAN DESIGN:** The smaller office scale variation building would result in less view blockage of the cliffs and from the Lower Calhoun Terrace residences. The maximum office space variation building would have the same visual impacts as the project.



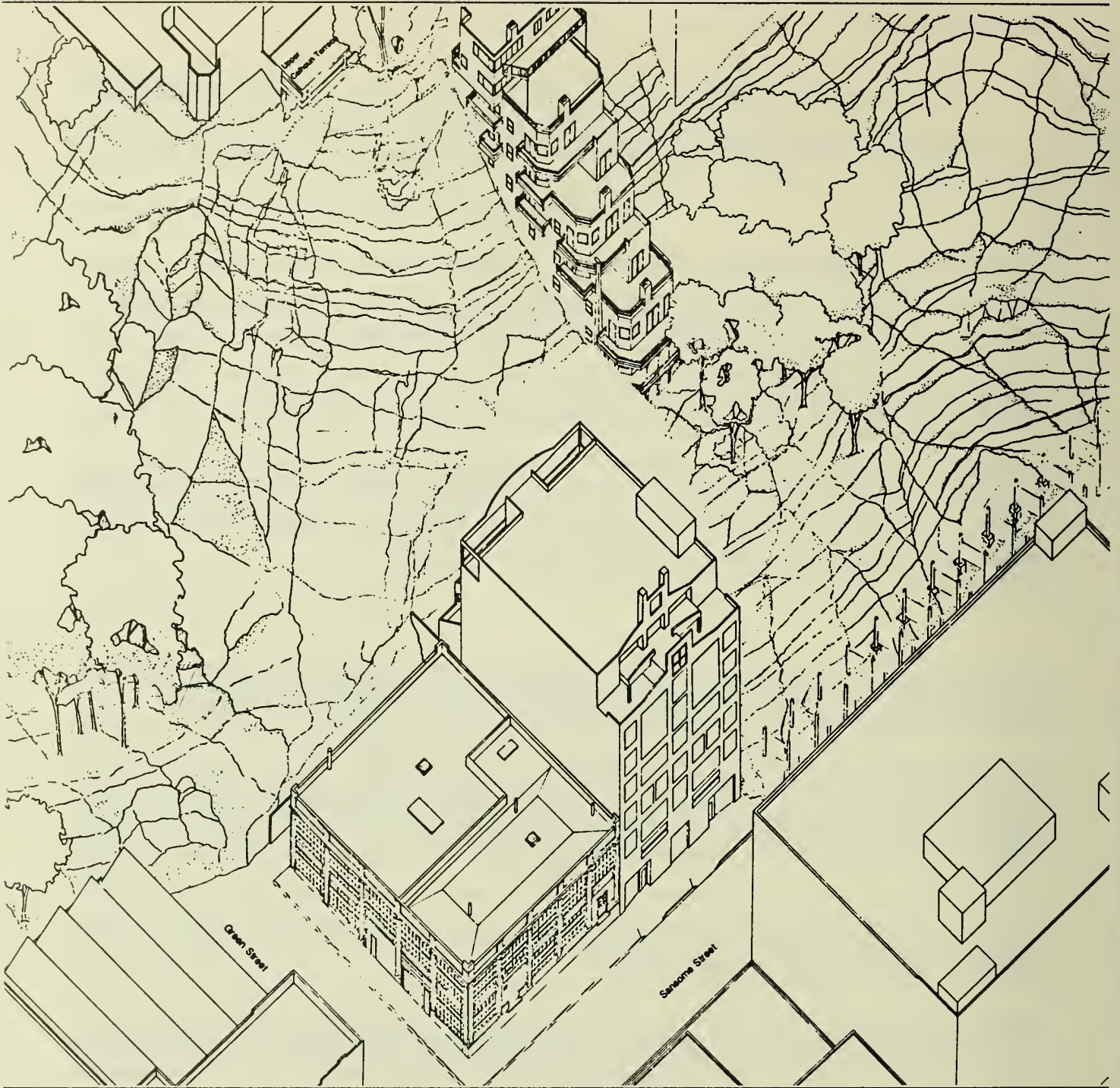


FIGURE 22: ALTERNATIVE 3 - SMALLER OFFICE SPACE VARIATION

NOTE  
SEE FIGURE 10 FOR PROJECT LOCATION  
SOURCE  
TAI ASSOCIATES/ARCHITECTS

**PARKING AND TRANSIT:** The smaller office space variation would generate about 70% fewer peak-hour person trip ends than the project; parking and transit impacts would be substantially reduced. The full buildout alternative would have impacts and trip generation equivalent to the project with the exception of on-site parking supply exceeding demand by 10 spaces. However, vehicular travel to the project would increase as more parking would be provided by this alternative.

**GEOLOGIC CONSIDERATIONS:** The impacts of the smaller office space variation would be similar to those described in Section IV., p. 51 except that fewer people would be exposed to the potential geologic hazards due to the reduced office capacity. The maximum office space variation would require additional excavation of two subsurface garage levels which would require additional shoring and could involve pumpout of water seepage.

**ENERGY:** The smaller office space variation would use less gas and electricity than the project because the occupied area would be less. The energy peaks would be reached later in the year than for the project due to the larger percentage of residential units. The full build-out variation would require more electricity to provide ventilation and light for the subsurface garage levels.

The project sponsor has rejected the smaller scale alternative because development costs would not be justified by the amount of rentable office space produced and Tai Associates/Architects would have insufficient office space.

The project sponsor has rejected the full buildout alternative because provision of more than 30 on-site parking spaces is limited by geotechnical, space and economic considerations. Because the portion of the site proposed for building is relatively narrow, much of each parking level would be devoted to ramps and circulation rather than actual parking spaces, resulting in an inefficient use of space. The sponsor has also rejected this alternative because multiple parking levels (more than the two proposed for the project) would produce a facade which the sponsor believes would be less attractive than the proposed project. Excavation of two additional subsurface parking levels would also increase the cost of the project substantially.



VIII. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

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EIR AUTHORS

San Francisco Department of City Planning  
450 McAllister Street, Fifth Floor  
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Environmental Review Officer: Alec Bash  
Assistant Environmental Review Officer: Barbara W. Sahn  
Project Coordinator: James McCormick

EIR CONSULTANTS

Environmental Science Associates, Inc.  
1390 Market Street, Suite 215  
San Francisco, CA 94102

(Prime Consultant: Project Description; Urban Design and Visual Quality; Parking and Cumulative Muni; Geologic Considerations; Energy; Mitigation Measures; and Alternatives to the Proposed Project.)

Associate-in-Charge: Avril Tolley  
Project Manager: Kathy O'Loughlin

PROJECT SPONSOR

Seaton Corporation / Vinton Corporation  
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Vincent Tai, President

PROJECT ARCHITECTS

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John Grove

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CITY AND COUNTY OF SAN FRANCISCO

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Support Services  
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Lee Cordner, Industrial Power Engineer

Golden Gate Disposal Company  
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San Francisco, CA 94107  
Peter Gardella, Vice President

Water Department  
City Distribution Division  
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San Francisco, CA 94124  
Cy Wentworth, Estimator

Dept. of Public Works  
Bureau of Sanitary Engineering  
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San Francisco, CA 94102  
J.M. de la Cruz

Pacific Telephone & Telegraph  
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San Francisco, CA 94102  
Werner Otten, Network Engineer

IX. DISTRIBUTION LIST

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REGIONAL AGENCIES

Alameda-Contra Costa County Transit  
District

Association of Bay Area Governments

Bay Area Air Quality Management  
District

Bay Area Rapid Transit District

Golden Gate Bridge Highway &  
Transportation District

Metropolitan Transportation  
Commission

San Mateo County Transit District

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission  
Department of City Planning

Landmarks Preservation Advisory Board

Bureau of Building Inspection

San Francisco Fire Department

San Francisco Department of  
Public Works  
Traffic Engineering Division

Mayor's Economic Development Council

San Francisco Department of  
Public Works  
Mechanical Section

San Francisco Municipal Railway  
Muni Planning Division

San Francisco Committee for  
Utility Liaison on Construction  
and Other Projects (CULCOP)

San Francisco Public Utilities  
Commission

San Francisco Real Estate Department

San Francisco Water Department  
Distribution Division

Public Utilities Commission  
Bureau of Energy Conservation

GROUPS AND INDIVIDUALS

AIA - San Francisco Chapter

Bay Area Council, Inc.

Bendix Environmental Research, Inc.

Brobeck, Phleger, and Harrison

Campeau Corp. of California

Chickering & Gregory

## IX. Distribution List

Chinatown Neighborhood Improvement Resource Center	Chris Lavdiotis
Coldwell Banker	League of Women Voters
Consumer Action	Legal Assistance to the Elderly
Joseph Coriz	Michael Levin
Cushman Wakefield	Lincoln Property Company
Mr. and Mrs. Richard de Laet	L L & L Investment Trust
Del Valle & Company	Gerald Owyang
Downtown Association	Planning Analysis & Development
Downtown Senior Social Services	Mrs. G. Bland Platt
Environmental Impact Planning	Charles Hall Page and Associates
Environmental Simulation Laboratory	Nan Roth
Fleischmann and Farber	San Francisco Beautiful
The Foundation for San Francisco's Architectural Heritage	San Francisco Building & Construction Trades Council
Foundation For San Francisco's Architectural Heritage	San Francisco Chamber of Commerce
Friends of the Earth	San Francisco Convention & Visitors Bureau
Gary Goss	San Francisco Ecology Center
Gray Panthers	San Francisco Forward
Gruen, Gruen & Associates	San Francisco Junior Chamber of Commerce
Heller, Ehrman, White & McAuliffe	San Francisco Labor Council
Sue Hestor	San Francisco Planning and Urban Research Association
Carl Imperato	San Francisco Tomorrow
David Jones	San Franciscans for Reasonable Growth
Paula Lamb	John Sanger & Associates
	Ms. Schick



IX. Distribution List

Senior Escort Program  
South of Market Branch

Sierra Club

Telegraph Hill Dwellers Assn.

Telegraph Hill Neighborhood Assn.

Telegraph Hill Survival Association

Telegraph Landing Homeowner's Assoc.

Telegraph Landing

Tenant & Owners Development Corp.

Paul Thayer

Timothy A. Tosta

Steven Weicker

Whisler-Patri

ADJACENT PROPERTY OWNERS

Ethel & Sylvia Bacigalupi

Lila Barkhordarian

David Davies

R.L. & E. Dresel

Hans & Frieda Klussman

Betty Rader

Biagio Scatena

Verner Shea

MEDIA

San Francisco Bay Guardian

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

LIBRARIES

Environmental Protection Agency Library

Hastings College of the Law - Library

San Francisco Public Library  
Business Branch

San Francisco Public Library  
Civic Center Branch  
Documents Department

San Francisco State University  
Government Publications Department

Stanford University  
Government Documents Section

University of California  
Institute of Governmental Studies

X. APPENDICES

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APPENDIX A: PARKING AND TRANSIT

TABLE A-1: TRAVEL DISTRIBUTION AND MODEL SPLIT FOR DOWNTOWN SAN FRANCISCO DEVELOPMENT

Geographic Area	Work			OFFICE			RETAIL Travel			Work Travel (22%)			RESIDENTIAL Other Travel (78%)			
	Geog. %*	Mode		Geog. %*	%**	Mode	Geog. %*	%**	Mode	Geog. %*	%**	Mode	Geog. %*	%**	Mode	
		%**	Mode													%**
San Francisco																
Downtown/Northeast (East of Van Ness, North of Market to the Embarcadero, South of Market to 101)	7.0	Auto Muni BART Walk	9.0 61.0 1.0 29.0	33.0	2.0 20.0 0.0 78.0	Auto Muni BART Walk	84.0	3.0 7.0 1.0 89.0	Auto Muni BART Walk	75.0	4.0 55.0 1.0 40.0	Auto Muni BART Walk	75.0	5.0 75.0 10.0 10.0	Auto Muni BART Walk	5.0 75.0 10.0 10.0
Northwest (Richmond, Marina Western Addition)	15.0	Auto Muni	31.0 69.0	11.0	15.0 85.0	Auto Muni	1.0	10.0 90.0	Auto Muni	10.0	20.0 80.0	Auto Muni	15.0	25.0 75.0	Auto Muni	25.0 75.0
Southwest (Sunset, Parkside, Ingleside, Excelsior, Twin Peaks, and Upper Market)	13.0	Auto Muni BART	29.0 62.0 9.0	13.0	12.0 69.0 19.0	Auto Muni BART	2.0	10.0 80.0 10.0	Auto Muni BART	5.0	25.0 65.0 10.0	Auto Muni BART	5.0	25.0 65.0 10.0	Auto Muni BART	25.0 65.0 10.0
Southeast (Potrero Hill, Bayview, Hunters Point, East and South of 101)	5.0	Auto Muni BART	26.0 52.0 22.0	7.0	13.0 38.0 50.0	Auto Muni BART	2.0	10.0 80.0 10.0	Auto Muni BART	4.0	20.0 55.0 25.0	Auto Muni BART	2.0	50.0 40.0 10.0	Auto Muni BART	50.0 40.0 10.0
Peninsula (San Mateo and Santa Clara Counties)	18.0	Auto Muni BART SamT SPRR	44.0 3.0 19.0 7.0 27.0	8.0	50.0 0.0 30.0 10.0 10.0	Auto Muni BART SamT SPRR	3.0	25.0 0.0 25.0 0.0 50.0	Auto Muni BART SamT SPRR	4.0	44.0 3.0 19.0 7.0 27.0	Auto Muni BART SamT SPRR	1.0	80.0 0.0 0.0 3.0 17.0	Auto Muni BART SamT SPRR	80.0 0.0 0.0 3.0 17.0
East Bay (Alameda and Contra Costa Counties)	30.0	Auto BART AC	33.0 37.0 30.0	20.0	13.0 79.0 8.0	Auto BART AC	6.0	38.0 62.0 0.0	Auto BART AC	2.0	33.0 37.0 30.0	Auto BART A-C	1.0	80.0 11.0 9.0	Auto BART A-C	80.0 11.0 9.0
North Bay*** (Marin and Sonoma Counties)	12.0	Auto GGTB GGTF	58.0 35.0 7.0	8.0	70.0 20.0 10.0	Auto GGTB GGTF	2.0	70.0 30.0 0.0	Auto GGTB GGTF	2.0	73.0 19.0 8.0	Auto GGTB GGTF	1.0	73.0 19.0 8.0	Auto GGTB GGTF	73.0 19.0 8.0

\* Percent of travel with origins or destinations in each geographic area.

\*\* Percent of travel in each geographic area using listed mode of travel.

\*\*\* GGTF stands for Golden Gate Transit Bus; GGTF stands for Golden Gate Transit Ferry.

SOURCE: San Francisco Department of City Planning, 333 Bush Street Final Environmental Impact Report, December 16, 1982.



TABLE A-2: CUMULATIVE DEVELOPMENT IN PROJECT AREA

<u>Project Name</u>	<u>OFFICE</u>		<u>RETAIL</u>		<u>RESIDENTIAL</u>	
	<u>Total New</u> <u>GSF*</u>	<u>Net New</u> <u>GSF</u>	<u>Total New</u> <u>GSF</u>	<u>Net New</u> <u>GSF</u>	<u>Total New</u> <u>d.u.**</u>	<u>Net New</u> <u>d.u.</u>
Roundhouse	45,000	45,000	3,000	3,000	--	--
Embarcadero Terraces	142,000	142,000	--	--	--	--
Ice House Conversion	209,000	209,000	--	--	--	--
1299 Sansome	41,000	41,000	3,500	3,500	--	--
101 Lombard	--	--	--	--	202	202
Levi Plaza***	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>160</u>	<u>160</u>
TOTAL	437,000	437,000	6,500	6,500	362	362

\* Gross sq. ft. of floor space

\*\* Dwelling unit

\*\*\* Commercial space in Levi Plaza is currently fully occupied. Only the unbuilt residential units are shown in this table. All of the travel from the commercial portions of Levi Plaza is included in the existing conditions.

SOURCE: Department of City Planning

TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983

Assessor's Block	Case No.	Project Name	Office (Gross Sq. Ft.)		Retail (Gross Sq. Ft.)	
			Total New Constr.	Net New Constr.	Total New Constr.	Net New Constr.
<u>Downtown Office Projects Under Formal Review</u>						
110	82.129E	Embarcadero Terraces*	142,000	142,000	3,000	3,000
112	81.258	Ice House Conversion(C)*	209,000	209,000		
113	82.418E	1171 Sansome*	30,000	30,000		
136	81.245	955 Front at Green	50,000	50,000		
176	81.673EACV	Columbus/Pacific Savoy**	49,000	49,000	22,000	22,000
176	82.368ED	900 Kearny	25,000	25,000	5,000	5,000
228	81.610ED	569 Sacramento (C)***	19,000	19,000		
269	81.132ED	Russ Tower Addition	392,900	392,900	13,000	13,000
288	81.687ED	222 Kearny/Sutter	269,400	202,400	10,000	-8,400
331	81.448E	Mixed Use Development	218,600	207,600	44,700	19,700
669	81.667ED	1361 Bush (C)	45,720	45,720		
716	81.581ED	Polk/O'Farrell	61,600	61,600	22,400	22,400
814	81.540E	101 Hayes	126,000	126,000	6,000	6,000
816	82.212E	300-350 Gough	16,000	16,000		
834	82.603E	25 Van Ness (addition)	42,000	42,000		
3702	81.549ED	1145 Market	137,500	108,500	8,000	8,000
3707	81.245C	New Montgomery Pl.	231,500	217,400	2,200	-3,900
3708	81.493ED	71 Stevenson	324,600	324,600	6,200	6,200
3717	81.183E	123 Mission	342,800	342,800		
3733	82.29E	832 Folsom	50,000	50,000		
3750	82.241E	600 Harrison at Second	228,000	228,000	10,000	10,000
3750	82.77E	642 Harrison (C)	54,400	45,900		
3760	81.386	401 6th	7,000	7,000		
3763	82.384EV	400 2nd at Harrison	71,500	49,500		
3778	81.630ED	548 5th/Brannan	250,000	250,000		
3786	82.33E	655 5th/Townsend	126,250	126,250		
3788	82.352EV	640 2nd	39,100	37,400		
3789	82.31EV	615 2nd/Brannan (C)	106,000	106,000		
9900	81.63	Ferry Building Rehab	308,000	96,000	150,000	124,000
TOTAL UNDER FORMAL REVIEW			3,972,870	3,607,570	302,500	227,000

(continued)

TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983

Assessor's Block	Case No.	Project Name	Office (Gross Sq. Ft.)		Retail (Gross Sq. Ft.)	
			Total	Net	Total	Net
			New Constr.	New Constr.	New Constr.	New Constr.
<u>Approved Downtown Office Projects</u>						
58	82.234E	Roundhouse*	45,000	45,000	3,000	3,000
141		100 Broadway	13,000	13,000		
143		1000 Montgomery (C)	39,000	39,000		
161	80.191	Mirawa Center	36,000	36,000	30,650	30,650
164	81.631D	847 Sansome**	23,750	23,750		
164	81.573D	50 Osgood Place**	22,500	22,500	9,100	9,100
166	80.15	750 Battery**	105,400	105,400	12,800	12,800
240	81.705ED	580 California/Kearny	329,500	260,000	6,500	6,500
261	81.249ECQ	333 California	640,000	466,500	15,500	15,500
262	81.206D	130 Battery	41,000	41,000		
265	81.195ED	388 Market at Pine	234,500	85,500	10,000	-8,500
267	81.241D	160 Sansome	2,200	2,200		
268	81.422D	250 Montgomery at Pine	105,700	65,700	8,000	8,000
270	81.175ED	466 Bush	86,700	86,700	7,800	2,200
271		582 Bush	18,900	18,900		
288	81.461EC	333 Bush (Campeau)	498,400	458,100	20,900	20,900
294	82.870	44 Campton Place	7,600	7,600		
311	82.120D	S.F. Federal	246,800	218,850	1,600	-9,440
834	82.603E	25 Van Ness (C)	101,600	101,600	36,400	36,400
3512	82.14	Van Ness Plaza	170,000	170,000	6,000	6,000
3518	81.483V	291 10th St.	25,700	25,700		-25,700
3705	80.315	Pacific III Apparel Mart	332,400	332,400		
3707	81.492ED	90 New Montgomery	124,300	124,300	3,350	3,350
3709	81.113ED	Central Plaza	353,100	136,300	17,400	17,400
3715	82.16EC	121 Steuart	33,200	33,200		
3722	81.417ED	144 Second at Minna	30,000	30,000		
3724	81.102E	Holland Ct. (C)	27,850	27,850		
3729	82.860	774 Tehama	5,800	5,800		
3732	81.548DE	466 Clementina (C)	15,150	15,150		
3733	81.2	868 Folsom	65,000	65,000		
3735	80.106	95 Hawthorne (C)	61,900	61,900		
3738	DR85	315 Howard	294,000	294,000	3,200	3,200
3741	82.203C	201 Spear	229,000	229,000	5,200	5,200
3749	81.18	Marathon - 2nd & Folsom	681,700	681,700	39,300	39,300
3752	77-220	Office Bldg. (YBC SB-1)	11,000	11,000		
3763	81.287V	490 2nd at Bryant (C)	40,000	40,000		
3763	81.381	480 2nd at Stillman (C)	35,000	35,000		
3775	81.147V	338-340 Brannan (C)	36,000	36,000		
3776	81.59	Welsh Commons	55,600	55,600	12,000	12,000
3776	81.693EV	539 Bryant/Zoe	63,000	63,000		
3787	81.306	252 Townsend at Lusk	81,900	81,900		
3788	81.296Z	690 2nd/Townsend (C)	16,600	16,600	16,000	16,000
3789	81.552EV	625 2nd/Townsend (C)	157,000	157,000		
3794	81.569EV	123 Townsend	104,000	49,500		
3794		155 Townsend	19,000	19,000		
3803	81.244D	China Basin Expansion	196,000	196,000		
TOTAL APPROVED			5,861,750	5,090,200	264,700	203,860



TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983 (Continued)

Assessor's Block	Case No.	Project Name	Office (Gross Sq. Ft.)		Retail (Gross Sq. Ft.)	
			Total New Constr.	Net New Constr.	Total New Constr.	Net New Constr.
<u>Downtown Office Projects Under Construction</u>						
106	81.415ED	1299 Sansome*	41,000	41,000	3,500	3,500
227	80.296	Bank of Canton	230,500	177,500		-800
163	81.1	901 Montgomery**	63,000	63,000	18,800	18,800
164	81.251D	936 Montgomery**	21,500	11,500		
166	CU81.7	222 Pacific (C)**	142,000	142,000		
167		Golden Gateway III**	103,000	103,000		
196		736 Montgomery**	40,000	40,000		
196	CU79.49	Pacific Lumber Co.**	92,000	92,000		
206	81.165D	401 Washington**	13,200	13,200	1,800	1,800
208	81.104EDC	Washington/Montgomery	235,000	233,300	4,000	-1,200
237	DR80.6	353 Sacramento (Daon)	277,000	251,000	8,300	-2,000
239	DR80.1	456 Montgomery	160,550	160,550	24,250	24,250
240	DR80.16	550 Kearny	71,400	71,400		
263	CU79.12	101 California	1,265,000	1,257,000	24,700	-14,300
271	81.517	453 Grant	27,500	27,500	6,200	6,200
287	81.550D	Sloane Building (C)	125,300	125,300	30,000	30,000
288	DR80.24	101 Montgomery	264,000	234,000	5,900	-14,100
289	81.308D	One Sansome	603,000	603,000	7,000	7,000
292	DR79.13	Crocker National Bank	676,000	495,000	86,000	54,000
312	79.370	50 Grant	90,000	90,000		
351	79.133	U.N. Plaza	92,050	92,050		
351	DR79.24	Mardikian/1170 Market	40,000	40,000		
672		Wealth Investments	104,500	104,500		
738		One Flynn Center	25,000	25,000		
762		Opera Plaza	50,000	50,000		
3702	81.25	1155 Market /8th	138,700	138,700	8,800	8,800
3708	80.34	25 Jessie/Ecker Square	111,000	111,000		
3709	80.36	Five Fremont Center	791,200	722,200	35,000	17,300
3712	79.11	Federal Reserve Bank	640,000	640,000		
3715		141 Steuart	80,000	80,000		
3717	79.236	101 Mission at Spear	219,350	219,350		
3717		150 Spear	330,000	330,000		
3717	82.82D	135 Main	260,000	260,000	4,000	4,000
3717	80.349	Spear/Main (160 Spear)	279,000	279,000	7,600	7,600
3718	79.12	Pacific Gateway	540,000	540,000	7,500	7,500
3724		Yerba Buena West	335,000	335,000		
3735		Convention Plaza	339,000	339,000		
3735		Planter's Hotel (C)	20,000	20,000		
TOTAL UNDER CONSTRUCTION			8,935,750	8,557,050	283,350	158,350
GRAND TOTAL (ALL PROJECTS)			18,770,370	17,254,820	850,550	589,210

\* Developments inside the project area (see Table A-2, p. 31)

\*\* Developments outside the project area included in the parking analysis

\*\*\* (C) - Conversion (generally industrial and/or warehouse to office)

SOURCE: Department of City Planning.

APPENDIX B: FINAL INITIAL STUDY

1171 SANSOME STREET

SAN FRANCISCO

82.418E

December, 1982

Differences between the following Initial Study and the preceding EIR reflect changes to the project and updated information.

INITIAL STUDY  
1171 SANSOME STREET  
82.418E

I. PROJECT DESCRIPTION

The proposed project would be located on a currently vacant site at 1171 Sansome St. on Lot 40 of Assessor's Block 113 (see Figure 1, p. 2). The property is situated within the southwestern quarter of the block bounded by Sansome, Union, Calhoun and Green Sts. The property is in two zoning districts: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family). The development rights from the western (RH-3 zoning district) part of the site would be transferred to the eastern (C-2 zoning district) part; this transferral would guarantee that the western part of the site would be reserved for permanent open space. The height and bulk limits for these zoning districts are 84-E for C-2 and 40-X for RH-3. The eastern portion of the site lies within the Northern Waterfront Special Use District No. 3 and the proposed Northeast Waterfront Historic District.

The project sponsor, Seaton Corporation / Vinton Corporation, proposes a 13-story combined office and condominium project (see Figures 2 and 3, pp. 3 and 4). The office portion would provide a permanent facility for the project sponsor and project architects, Tai Associates. These firms are currently located at 445 Bush. Parking would occupy the first two floors, offices would occupy the third through seventh floors, and residential units would occupy the eighth through thirteenth floors. Residential units would range in size from 850 sq. ft. to 1,500 sq. ft. and include one- and two-bedroom apartments, and two-bedroom flats and townhouses on the top floor.

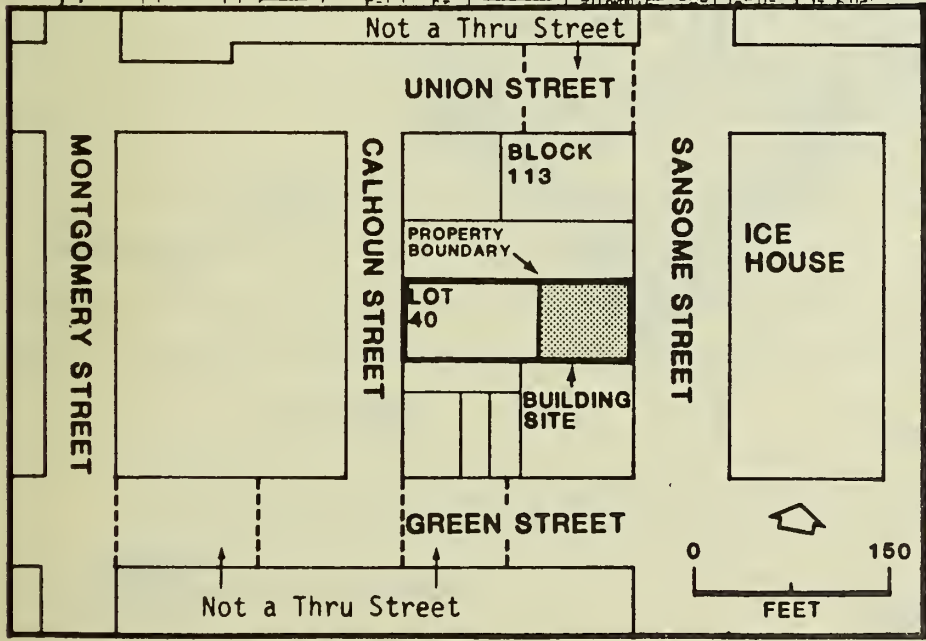
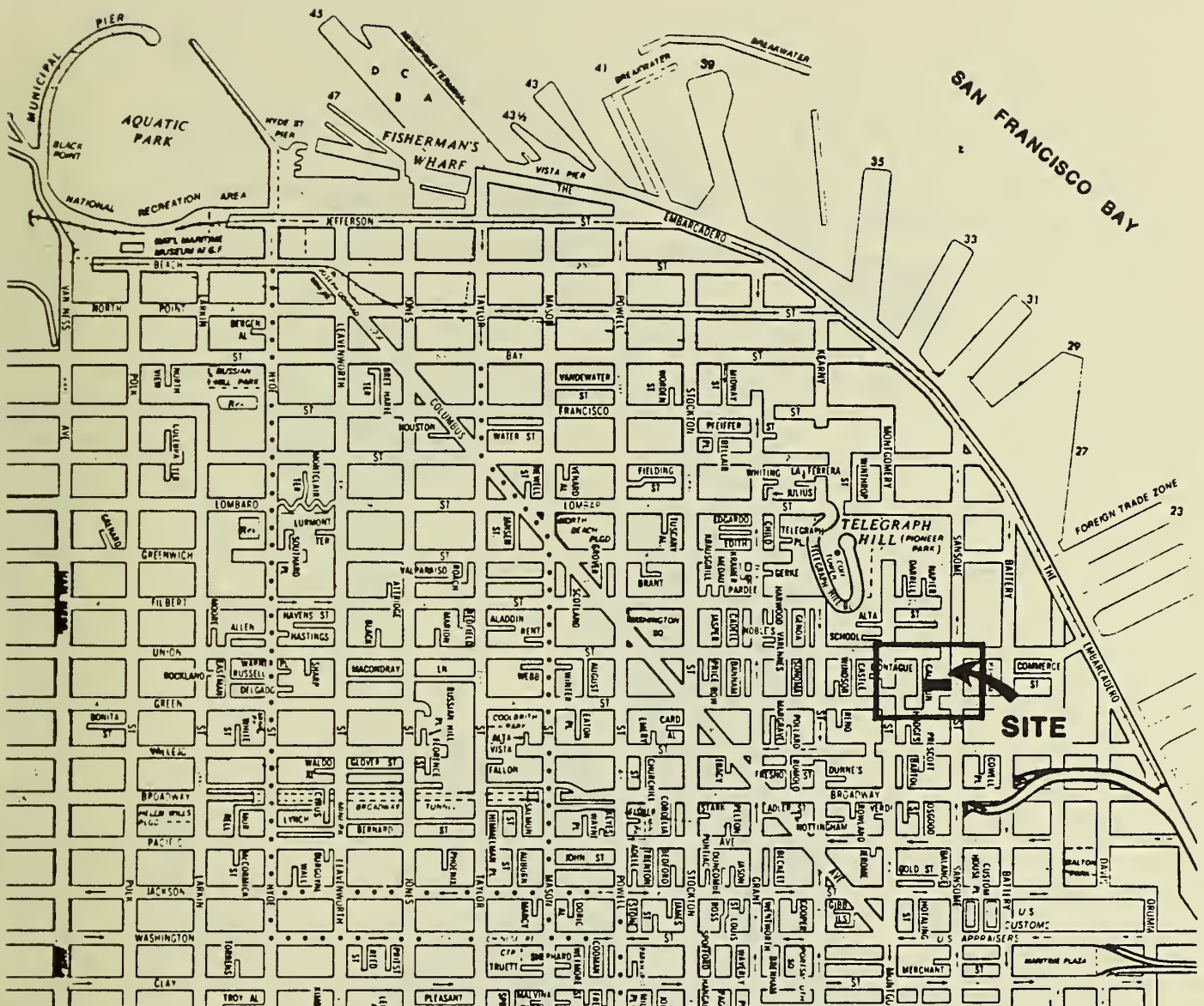
The structure would conform with the 84 ft. height limit. The building elevation from Sansome St. would be calculated from an average of the site slope. The building would step back up the hill to accommodate slope variability and the increasing slope of the site moving west from Sansome St. The overall height of the building above Sansome St. would be 122.5 ft. The highest point of the building, the penthouse, would be in the westernmost portion of the building site, the furthest removed portion of the building from Sansome St. The building would cover approximately 6,625 sq. ft. of ground area and would contain approximately 68,000 gross sq. ft. of floor area. About 30,000 gross sq. ft. would be used for offices; net leasable office area would be about 26,400 sq. ft. Residential units would occupy about 24,400 sq. ft. Twenty-eight parking spaces are planned: 14 for the exclusive use of residents; and 14 for use by office tenants. Residential, office and garage entry would be from Sansome St.

I.I. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. POTENTIALLY SIGNIFICANT EFFECTS

The potential significant environmental effects identified in this Initial Study include: view blockage of Telegraph Hill; parking; geotechnical stabilization of Telegraph Hill; maintaining the natural character of the hill; energy use; and cumulative effects on traffic and growth induction. These potential effects will be analyzed in greater detail in a subsequent focused Environmental Impact Report (EIR).



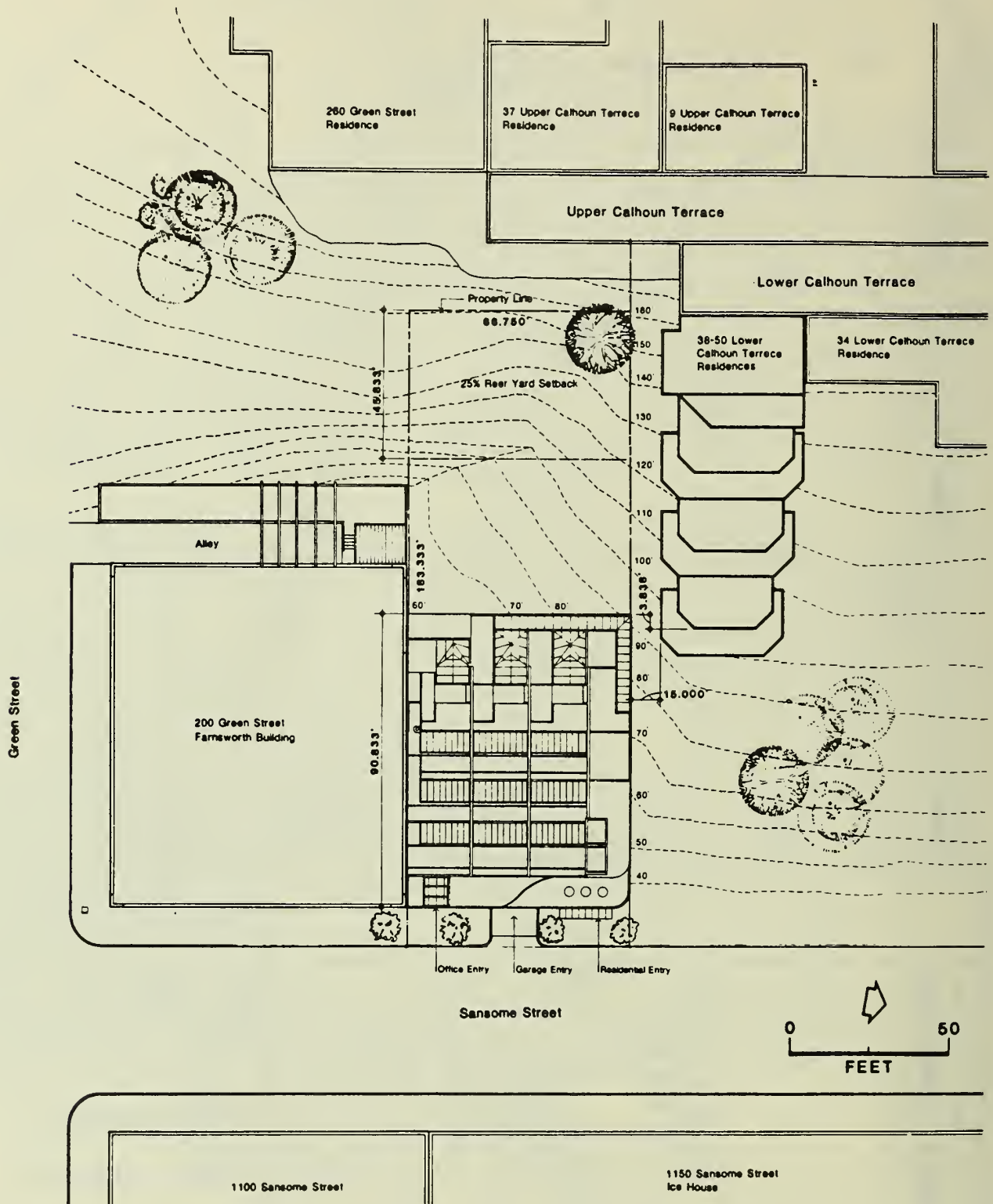


**ABOVE:**  
PROJECT LOCATION

**LEFT:**  
BLOCK / LOT PLAN

**FIGURE 1:**  
**SITE LOCATION**

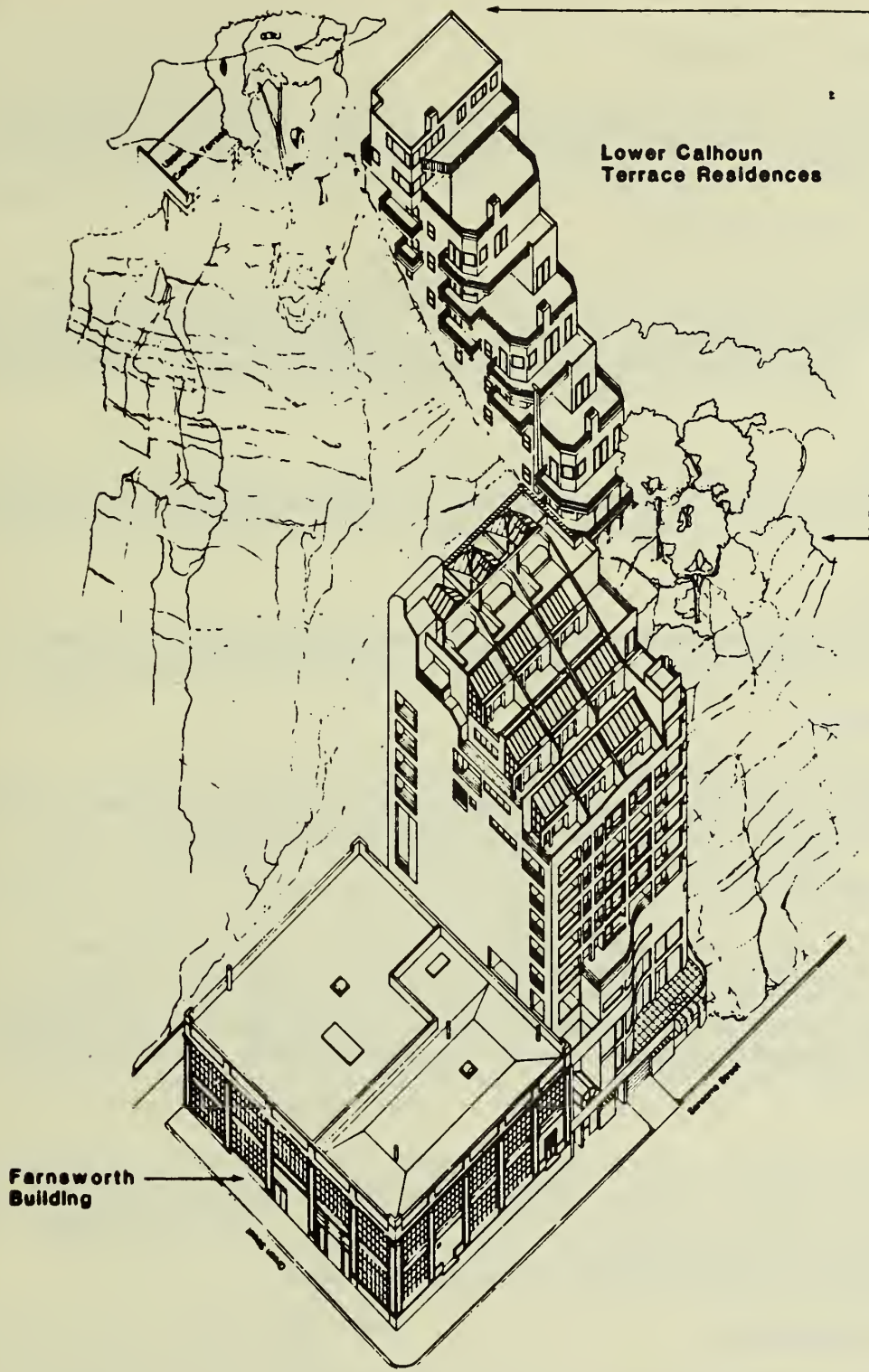
Base Map of San Francisco reproduced by permission of the California State Automobile Club, copyright owner.



**SOURCE:**  
**TAI ASSOCIATES / ARCHITECTS**

**FIGURE 2:**  
**SITE PLAN**





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**SOURCE:**  
**TAI ASSOCIATES / ARCHITECTS**

**FIGURE 3:**  
**PROJECT DRAWING**



## B. INSIGNIFICANT EFFECTS

Effects on the project determined not be significant are listed below. These topics require no further investigation and will not be discussed in the focused EIR.

### General Plan Compatibility

The project would not conflict with the objectives and policies in the Northeastern Waterfront Plan, a part of the San Francisco Comprehensive Plan, or with other policies and objectives of the Comprehensive Plan. The project sponsor is requesting a variance from the parking the parking requirement of the C-2 District, and this will be discussed in the EIR.

### Land Use

The proposed project is similar to uses in the surrounding area and would not disrupt or divide the physical arrangement of the established community.

### Relocation

The project site is currently vacant and would not require relocation of housing or businesses or a displacement of people to clear the site.

### Housing Demand

The project is exempt from the City Planning Commission's policy of requiring office developers to provide housing because it contains less than 50,000 sq. ft. of office area. The project would also provide housing.

### Transportation Systems

The project alone would not 1) require or cause a significant change in use of existing transportation systems; 2) result in a substantial increase in traffic in relation to existing loads and street capacity; 3) alter current patterns of circulation of people or goods; 4) increase traffic hazards to vehicles or pedestrians; or 5) require construction of new public roads.

### Noise

The existing noise levels at the site would not impact the proposed office use as the noise levels are less than 65 dBA which is compatible for office use, according to the Environmental Protection Element of the Comprehensive Plan. Any potential noise effects on residential use would be mitigated by compliance with Title 25 Noise Insulation Standards.

### Air Quality/Climate

Project operation would not 1) violate any ambient air quality standard; 2) expose any sensitive receptors to air pollutants; 3) create objectionable odors; 4) result in the burning of any materials; or 4) alter any local wind, moisture or temperature regime, nor would it cast shadows on any public open spaces. The effects of construction activity on air quality can be mitigated to insignificance by appropriate measures.

Utilities and Public Services

The increased demand for public services generated by the proposed project could be met by existing supplies and would not require additional personnel or equipment. New gas and telephone lines would be extended to the site requiring opening one lane of Sansome St. for up to one month.

Biology

The project would not affect the existence or habitat of any rare, endangered or unique species nor would it require removal of mature scenic trees. The western portion of the site would be preserved as permanent open space.

Water

Project construction would not 1) reduce the surface water quality; 2) change the surface runoff or drainage pattern; or 3) change the quality of the public water supply.

Energy

The project would not substantially increase the demand on existing energy sources or affect the potential use, extraction, conservation or depletion of a natural resource.

Hazards

The project would not increase the risk of explosion or release of hazardous substances, create or expose people to a potential health hazard or interfere with an emergency response plan. The project sponsor has agreed to the mitigation measure on p. 23 to provide a building evacuation plan which would be reviewed by the Mayor's Office of Emergency Services.

Cultural

Project construction would not affect a known archaeological resource or cause a physical change affecting unique ethnic or cultural values. The project sponsor has agreed to the mitigation measure on p. 23 and 24 in the event that resources are uncovered during excavation.

III. ENVIRONMENTAL SETTING

A. GENERAL CONSIDERATIONS

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
1. Would the project conflict with the objectives and policies in the Comprehensive Plan (Master Plan) of the City?			X		X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X				X



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. Would the project require approval or permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?		X			X
4. Would the project conflict with adopted environmental plans and goals?			X		

The eastern portion of the project site lies within the Base of Telegraph Hill Area addressed in the Northeastern Waterfront Plan, a part of the Comprehensive Plan of the City. The Plan states that "Inland of the Embarcadero, residential, office and open space uses would be encouraged . . .". Objective 3 for the Base of Telegraph Hill Area is "To develop a diversity of additional activities which would strengthen the existing predominant uses in the base of Telegraph Hill area and activities which would expand the period of use, but of an intensity which would provide a relief from the adjacent downtown and Fisherman's Wharf areas." The project would respond to Policy 1 of Objective 3 which encourages "development of uses which would strengthen the area's predominant uses of professional and general offices and design-related activities." The project would also respond to Policy 2 of Objective 3 which seeks to "encourage the development of residential uses as a major use in this area. Such use should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development." Urban Design Element issues would apply, and these will be discussed in the EIR.

The eastern portion of the project site is zoned C-2 (Community Business District) and lies within the Northern Waterfront Special Use District No. 3. Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts, except as specifically provided in the additional regulations imposed by the provisions of the Special Use District. The western portion of the site is zoned RH-3 (Residential House Districts, Three Family). The development rights from the RH-3 zoning district of the property would be transferred to the C-2 zoning district which would guarantee the RH-3 zoning district area would be preserved as permanent open space. The project would comply with the regulations of both zoning districts except for the provision of parking as specified for the C-2 district. A variance for parking would be required under the City Planning Code as the project sponsor proposes to provide only 28 of the required 53 parking spaces.

The project site is within a part of the northern waterfront which is proposed for designation as the Northeast Waterfront Historic District. This area is of historic architectural note because it contains commercial warehouse buildings from nearly every decade of San Francisco's history and reflects the waterfront storage and maritime activities which are an important part of San Francisco business history. The ordinance designating the Northeast Waterfront Historic District was proposed by the Landmarks Preservation Advisory Board and approved by the City Planning Commission on June 23, 1982. The ordinance is currently under review by the Board of Supervisors. If the Historic District ordinance is adopted, the project would require a Certificate of Appropriateness from the City Planning Commission (CPC) which would require a recommendation from the Landmarks Preservation Advisory Board (LPAB) and a public hearing before the CPC.



As the site is currently vacant, no features of architectural or historic note would be destroyed by project development. The building height is greater than the six story range common for this vicinity, but it is located at the base of Telegraph Hill, an area where structures are closer to the high end of the range.

B. ENVIRONMENTAL IMPACTS

Yes Maybe No N/A Disc.

1. Land Use. Would the proposed project:

- a. Be different from surrounding land uses?                                                                                                           
X X
- b. Disrupt or divide the physical arrangement of an established community?                                                                                                           
X X

The project site is currently vacant. The properties surrounding the site support commercial and residential uses. South of project site is the two-story Farnsworth's Glen St. Laboratory building (California Registered Historical Landmark #941) which contains offices. Land north of the site is the unoccupied rear yard of Calhoun Terrace; this area shows substantial exposures of rock outcrop, to the corner of Sansome and Filbert Sts. where an office building at 1299 Sansome St. is currently being constructed. North across Greenwich St. is the 101 Lombard and Telegraph Landing condominium developments. Across from the project site along Sansome St. are three-to five-story buildings with office and commercial uses. The Ice House, directly across the street, is an old icehouse which has been converted to office use. On the northeast corner of the intersection of Sansome and Green Sts., south of the Ice House, is a parking garage, an auto repair shop and third-floor residential uses. North of the Icehouse is Levi Square, headquarters for the Levi Strauss Corporation. Land to the west of the site on Telegraph Hill contains single- and multi-family residential uses.

The proposed project, containing office and residential uses would, therefore, be similar in use to surrounding land uses, and would be consistent with existing development in the area. There will be no further discussion of this subject in the EIR.

Yes Maybe No N/A Disc.

2. Visual Quality and Urban Design.  
 Would the proposed project:

- a. Obstruct or degrade an scenic view or vista open to the public?                                                                                                           
X
- b. Reduce or obstruct views from adjacent or nearby buildings?                                                                                                           
X
- c. Create a negative aesthetic effect?                                                                                                           
X
- d. Generate light or glare affecting other properties?                                                                                                           
X X

The project has incorporated a design which focuses major windows and consequently light towards the east, an area which contains office buildings. The night lighting in the building should not generate light which would affect the uphill (to the west) views. No reflective glass is proposed for use in this structure.

The remainder of these issues will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. <u>Population/Employment/Housing.</u> <u>Would the proposed project:</u>					
a. Alter the density of the area population?	<u>X</u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>X</u>
b. Have a growth-inducing effect?	<u>          </u>	<u>X</u>	<u>          </u>	<u>          </u>	<u>          </u>
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>X</u>
d. Create or eliminate jobs during construction and operation and maintenance of the project?	<u>X</u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>X</u>
e. Create an additional demand for housing in San Francisco?	<u>          </u>	<u>          </u>	<u>X</u>	<u>          </u>	<u>X</u>

The project would increase the daytime density of the area population by 110 workers. The site would also house about 28 residents. This amount of growth would not constitute a significant impact.

The site is currently vacant so relocation of houses or businesses and their occupants is not required to clear the site.

The project would create about 70 construction jobs over the 15-month construction period.

Projects containing less than 50,000 sq. ft. of office space are not subject to the City Planning Commission's Policy requiring housing by office developers. The housing demand, as calculated per Office/Housing Production Program (OHPP) is for 27 units; however, at this low a number the accuracy of the estimate is limited and does not provide a sound basis for determining a significant impact. The project also contains a housing component which would supply 14 residential units.

The project sponsor and the project architects, Tai Associates, would occupy about 40% of the office space. Project office rental rates would be about \$30 per sq. ft. per year (1982 dollars).

Possible cumulative growth induction impacts of this project will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
4. <u>Transportation/Circulation.</u> Would the construction or operation of the project result in:					
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	_____	_____	X	_____	X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	_____	_____	X	_____	X
c. Effects on existing parking facilities, or demand for new parking?	X	_____	_____	_____	X
d. Alteration to current patterns of circulation or movement of people and/or goods?	_____	_____	X	_____	X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	_____	X	_____	_____
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	_____	_____	X	_____	_____
g. Construction of new public roads?	_____	_____	X	_____	_____

#### Construction Traffic

Construction of the project would require approximately 20 months of which 2 weeks would be for site clearance, 17 weeks for site excavation and 42 weeks for concrete construction (Carl Kinzel, Tai Associates, letter communication, October 22, 1982). The remainder of the period would be for interior and exterior finishing work. About 18 trucks per day (36 one-way truck movements in or out of the project site) would be generated during the 17-week site excavation period. During the 10-month concrete construction period, an average of 2 trucks per day would be generated, except for 3 days in each of the 10 months, when up to 30 trucks would be expected for concrete pours. During the excavation and concrete pouring periods, depending on construction scheduling, trucks could queue on Sansome St. while waiting to access the site. As the parking lane would be closed during 14 months of the 20-month construction period, waiting trucks could partially block travel lanes on Sansome St. and may cause intermittent delays to through traffic.

Access to the site during construction would be from Sansome St. Marshalling and materials storage is expected to be on-site and in the parking lane fronting the site on Sansome St. There is no sidewalk in front of the site at present; pedestrian traffic would not be affected.



Utility lines and sewer lines are located in Sansome St. During construction, trenching across part of Sansome St. would be necessary to make connections to the utilities for the project. Trenching operations would be expected to take about one week and would cause minor delays to through traffic. Sansome St. is currently in good repair. The project contractor would be responsible for necessary street repair following trenching operations.

### Street Network

The project site is located on Sansome St., between Union and Green Sts. Sansome St. is one-way northbound. The closest southbound access is Battery St., which is a one-way street located one block east of the project site. Broadway, two blocks south of the site, and Bay St. to the north provide east/west links. Sansome, Battery, Broadway and Bay Sts. are all designated "Major Thoroughfares" in the Transportation Element of the City's Comprehensive Plan ("Major Thoroughfares" are defined as "crosstown thoroughfares whose primary function is to link districts within the City and to distribute traffic from the freeways"). Sansome and Battery Sts. have also been designated "Transit Preferential Streets" in the Comprehensive Plan ("Transit Preferential Street" is defined as "an important street for transit operations where interference with transit vehicles by other vehicles should be minimized").

Access to and from the Peninsula and the East Bay is via freeway ramps at Broadway and Sansome Sts. and Broadway and Battery Sts. Access to and from the North Bay is via The Embarcadero and Bay Sts.

### Trip Generation

Table 1 shows the distribution of p.m. peak hour trips by travel mode for project employees and residents. As noted on page 9, Tai Associates (the prime tenant) would occupy approximately 40% of the office floor space. Trips by employees of the prime tenant are shown separately and are based on a survey of Tai Associates employees made by Environmental Science Associates in October 1982 (on file at the Office of Environmental Review, 450 McAllister St., 5th Floor). Tai Associates is presently located at 445 Bush St. As the project location is on the fringe of the greater downtown area, is adequately served by Muni routes and as Tai Associates is expecting to move all existing employees, no change in the existing travel patterns has been assumed to occur. The project would add about 100 peak-hour trips; office uses would generate about 90 of these trips and residential uses would generate about 10 trips.

### Traffic

Traffic volumes on Sansome and Battery Sts. near the project site operate in stable flow conditions associated with Level of Service "C" or better (see 1299 Sansome St. Final EIR, San Francisco Department of City Planning, p. A-24). The intersection of Sansome and Green Sts., through which most of the new vehicle trips generated by the project would pass, operates at Level of Service "A" (the best level of operation) during the peak hour of 4:30-5:30 p.m. (based on an intersection count made by ESA, Thursday, October 7, 1982).

The project would generate 15 additional automobiles which would be expected to be distributed during the p.m. peak hour to intersections surrounding the project site. Because of the existing good levels of service on intersections surrounding the project and the low number of automobile trips generated as a result of the project, the project would not substantially affect the operations of the intersections or street system in the vicinity of the project site.

TABLE 1: PEAK-HOUR TRAVEL OUT OF THE DOWNTOWN AREA BY MODE

Mode	Prime Tenant Employees*	Office**	Residential**	Total
Auto	3	16	2	21
Muni***	18	12	6	36
BART	4	9	-	13
AC Transit	9	4	-	13
Golden Gate	3	1	-	4
Southern Pacific RR	-	2	-	2
SanTrans	-	2	-	2
Ferry	-	-	-	-
Other	-	2	4	6

\* Distribution of travel from employee survey.

\*\* San Francisco Department of City Planning, Guidelines for Environmental Evaluation - Transportation Impacts.

\*\*\* Does not include any transfers from riders on other transit carriers

SOURCE: Environmental Science Associates

### Transit Service

Muni. The demand for Muni service in the project area that would result from development of the project and other cumulative office buildings proposed in the project vicinity will be examined in the EIR.

Regional Transit Carriers. Golden Gate Transit operates routes to the North Bay which run on Sansome St. in front of the project site. The project would generate 4 peak-hour trips on Golden Gate Transit. A-C Transit, SanTrans, and Southern Pacific operate transit service to destinations outside San Francisco from terminals and stops south of Market St. BART provides regional transit service from stations in the Market St. Subway. Collectively, the project would add about 30 riders on these transit carriers (see Table 1) which would not substantially effect operations on the regional transit carriers.

### Cumulative Impacts

The project site is located in the northeastern portion of the City, about five blocks north of the Financial District (the northern boundary of the C-3-0 zoning district is Washington St.). Most new development proposed, approved or under construction in San Francisco is in the Financial District.



Four buildings are either under construction or proposed in the vicinity of the project site: 1299 Sansome St. is under construction; and 955 Front, the Ice House Conversion, and the Roundhouse are presently under formal review.

As of August 6, 1982, a total of 17.4 million gross square feet of new office space is proposed, approved or under construction in the greater downtown area in the City including the four developments mentioned above. Approximately 1.3 million gross square feet of existing office space would be replaced by the proposed development, resulting in about 16.1 million gross square feet of net new office space. This office growth and an accompanying 0.5 million gross square feet of new retail space would generate approximately 48,000 person trip ends (one way trips) during the weekday p.m. peak hour. The proposed project would represent an increase of 0.2% over the travel from the cumulative development.

Because of the geographic distance from the downtown where most development is occurring and the restrictions created by the topography in the project area, cumulative development downtown would not be likely to contribute to transportation effects in the vicinity of the project site. However, cumulative development would add travel to the freeway access ramps on Broadway at Battery and Sansome Sts. Intersection counts at Sansome and Broadway show the intersection to operate at level of service C (volume to capacity ratio of 0.71), during the p.m. peak hour (intersection count made by TJKM on Thursday, June 16, 1981.) Cumulative traffic additions from downtown development including those buildings in the project vicinity would raise the volume to capacity ratio to 0.77 but would not change the level of service.

The project would generate about 15 vehicle trips during the p.m. peak hour. About 50% of these trips would be to/from the Peninsula and East Bay. If most of these trips were to pass through the Broadway/Battery and Broadway/Sansome intersections, p.m. peak hour traffic volumes at these locations would increase by one percent or less. Similarly, the project would generate less than 10 p.m. peak hour vehicle trip ends to the North Bay and these trips would increase volumes at the intersection of Bay and Columbus Sts. by less than one percent. The addition of project traffic would not change intersection service levels.

Similarly, cumulative development would add travel to the regional transit carriers. Cumulative travel demand from the greater downtown area would add about 16,000 collective riders on the regional transit carriers. Thus, the 30 project riders on the regional transit carriers would be less than one percent of the cumulative demand.

The accuracy of projections contained in the cumulative transportation analyses is limited by the accumulated accuracy of the individual components. Essentially, the uncertainty in each component compounds, making the overall analysis as accurate as the least reliable component of the analysis. The base data, which are collected as a series of counts (intersection, transit ridership, parking) on individual days rather than being an annual average, is subject to seasonal variations (i.e., more people take vacations during summer months, shopping travel is highest between Thanksgiving and Christmas, fewer people walk when it rains) as well as economic variations that might result from changes in the cost of gasoline, transit fares, and parking costs. The forecast information is based upon trip generation, modal split, and trip



assignments data that are available for existing conditions. The projections do not assume any deviation from existing patterns. As travel patterns tend to be influenced by a variety of factors, including congestion (i.e., each traveler tries to find the optimum method of travelling to and from work), cost, choice of residence location, and individual preferences, the results of the transportation analysis do not reflect possible redistribution of existing travel patterns. Possible changes in traffic patterns are not considered because no reliable method exists to predict the individual choices that would aggregate into future travel patterns.

Further, as the cumulative travel demand (trip generation) analysis was based upon the various estimates for land use allocation and amount of gross floor area associated with each building, the travel estimates are sensitive to changes in the projected amount of cumulative development. The cumulative traffic and transit impact analysis is sensitive also to 1) parking price structures and fuel availability and cost, which affect the modal split; 2) future traffic management changes in the downtown area which could take the form of increased development of transit preferential streets and further restrictions of on-street parking in order to facilitate general vehicle flow; 3) future changes in the operating characteristics of each transit system, which are dependent on policy choices made at the local, regional, state and federal levels; 4) the rate of increase in intensity of land use downtown, with a resulting increase in pedestrian volumes which affect intersection capacity; and 5) changes in the pattern of residential development and choices by individual downtown workers of residence location.

In light of the above uncertainties, the quality of the available data, and the type of trip-generation model used, the overall accuracy of the travel demand projections is in the range of + 10-15%. Hence, travel demand for the project, which is much less than one percent of the cumulative demand, would not be statistically measurable against the background of cumulative development.

Parking

The availability of adequate parking for the project and other developments proposed in the area will be examined in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
5. <u>Noise.</u>					
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?	_____	X	_____	_____	X
b. Would existing noise levels impact the proposed use?	_____	_____	X	_____	X
Are Title 25 Noise Insulation Standards applicable?	X	_____	_____	_____	X

Project construction would take about 15 months. Site preparation and building construction would be the major noise-producing activities. These activities would temporarily result in noise levels in excess of those

currently existing in the site vicinity. Construction noise would be expected to occasionally annoy and distract residents within 100 ft. of the project site. During construction, powered equipment other than impact tools would have to comply with the San Francisco Noise Ordinance (Section 2907b) requirement of a sound level of not more than 80 dBA at 100 ft. Any impact tools and equipment would have intake and exhaust mufflers and jackhammers would be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as required by Section 2907c of the San Francisco Noise Ordinance. Construction activities would generally occur between the hours of 8 a.m. and 5 p.m. Construction would not occur on the weekends, except for emergency situations. No construction activity would occur during the hours of 8 p.m. and 7 a.m. which would cause the noise level to exceed the ambient noise level by 5 dBA at the nearest property line. Mitigation measures to achieve these standards are described on p. 23. Pile driving would not be required as the site is underlain by bedrock.

After construction, the project would be subject to conformance with Section 2909 of the Noise Ordinance which limits fixed source noise levels for R-3 zoning districts to less than 55 dBA and for C-2 zoning districts to less than 60 dBA between the hours of 10 p.m. and 7 a.m. Noise impacts associated with the project would include operation of mechanical equipment including heating, cooling, ventilation and elevator systems, and traffic generated by the office and residential components of the project. These noise levels would not be a perceptible increase to existing noise levels.

Traffic (automobiles, trucks, and buses) is the primary source of noise at the site. Secondary sources are intermittent; they include trains on the Belt Line Railroad, aircraft and construction activities. Measurements made in the vicinity for Levi's Plaza in 1977 indicate an Ldn of less than 65 dBA. The proposed project is within acceptable limits as office development is generally considered compatible in areas with less than 65 dBA.

Title 25 noise insulation standards would be applicable because of the inclusion of housing (14 condominiums) in the project. An acoustical analysis would be performed to demonstrate that the interior CNEL requirement of less than 45 dBA with building windows closed would be met because the outdoor noise level is greater than a CNEL of 60 dBA. This acoustical analysis would be submitted to the Bureau of Building Inspection with the permit application.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
6. <u>Air Quality/Climate. Would the proposed project result in:</u>					
a. Violation of any ambient air quality standard or contribution to an existing existing air quality violation?	_____	X	_____	_____	X
b. Exposure of sensitive receptors to air pollutants?	_____	_____	X	_____	_____
c. Creation of objectionable odors?	_____	_____	X	_____	_____
d. Burning of any materials including brush, trees, or construction materials?	_____	_____	X	_____	_____



Yes Maybe No N/A Disc.

e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?

X \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ X

Excavation and grading activities associated with project construction would generate dust emissions at the site. Sprinkling the site with water twice a day during the construction period would reduce the dust generation by 50% (see mitigation measures, p. 23). Emissions of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NOx) from construction equipment would also occur. These emissions would not be expected to violate any ambient air quality standards.

An Air Quality Report was prepared for a nearby project of similar scale, the Roundhouse Development, which is available for public review at the Office of Environmental Review. The findings of this report are hereby incorporated by reference and summarized in the following paragraph.

Any project impact on regional air quality would be of insufficient magnitude to cause a measurable increase in ozone concentrations. Conventional monitoring or modeling methods would not be sufficiently sensitive to detect or predict any regional impact. The project-generated emissions could, in combination with other projects in the area, result in an increase of emissions that could be measured. Since the project and other development in the downtown area would not impede the control strategies of the Bay Area Air Quality Plan for the attainment of regional air quality goals in 1987, it is not expected that the resulting impacts would be sufficiently substantial to be considered significant.

Telegraph Hill creates a local microclimate by acting as a partial barrier to the prevailing westerly winds, deflecting them from a westerly to a northwesterly direction. The proposed project would not be expected to have a measurable effect on the local wind flow pattern due to the proximity of the site to the vertical rock wall on the east side of Telegraph Hill.

The project would not cast shadows on any public parks or plazas in the vicinity. A shadow analysis was conducted for December 22, the time when the sun would be lowest in the sky. The 4 p.m. analysis was not included as the project would be within the shadow cast by Telegraph Hill. At 9 a.m. and 12 noon the project would cast shadows on the deck of the lowest apartment unit of Lower Calhoun Terrace (see Figures 4A and 4B, pp. 17 and 18).

Yes Maybe No N/A Disc.

7. Utilities and Public Services.

Would the proposed project:

a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following:

fire protection?

\_\_\_\_\_ \_\_\_\_\_ X \_\_\_\_\_ X

police protection?

\_\_\_\_\_ \_\_\_\_\_ X \_\_\_\_\_ X

schools?

\_\_\_\_\_ \_\_\_\_\_ X \_\_\_\_\_ X



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
parks or other recreational facilities?			X		X
maintenance of public facilities?			X		X
power or natural gas utilities?	X				X
communications systems?	X				X
water?	X				X
sewer/storm water drainage?	X				X
solid waste collection and disposal?			X		X

Fire Protection: The minimum response time from the closest fire station, located at 530 Sansome St., is 1.5 minutes. No additional personnel or equipment would be required due to project implementation (Edward J. Phipps, Assistant Chief, Support Services, San Francisco Fire Department, letter communication, October 12, 1982). The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

Police Protection: The project would increase population and property on the site, thus increasing the opportunity for crime. The area is currently served by 24-hour patrol cars originating from the Central Station. The project is not expected to generate the need for additional police services (James H. Farrell, Sergeant, Crime Analysis Unit, San Francisco Police Department, letter communication, November 19, 1982).

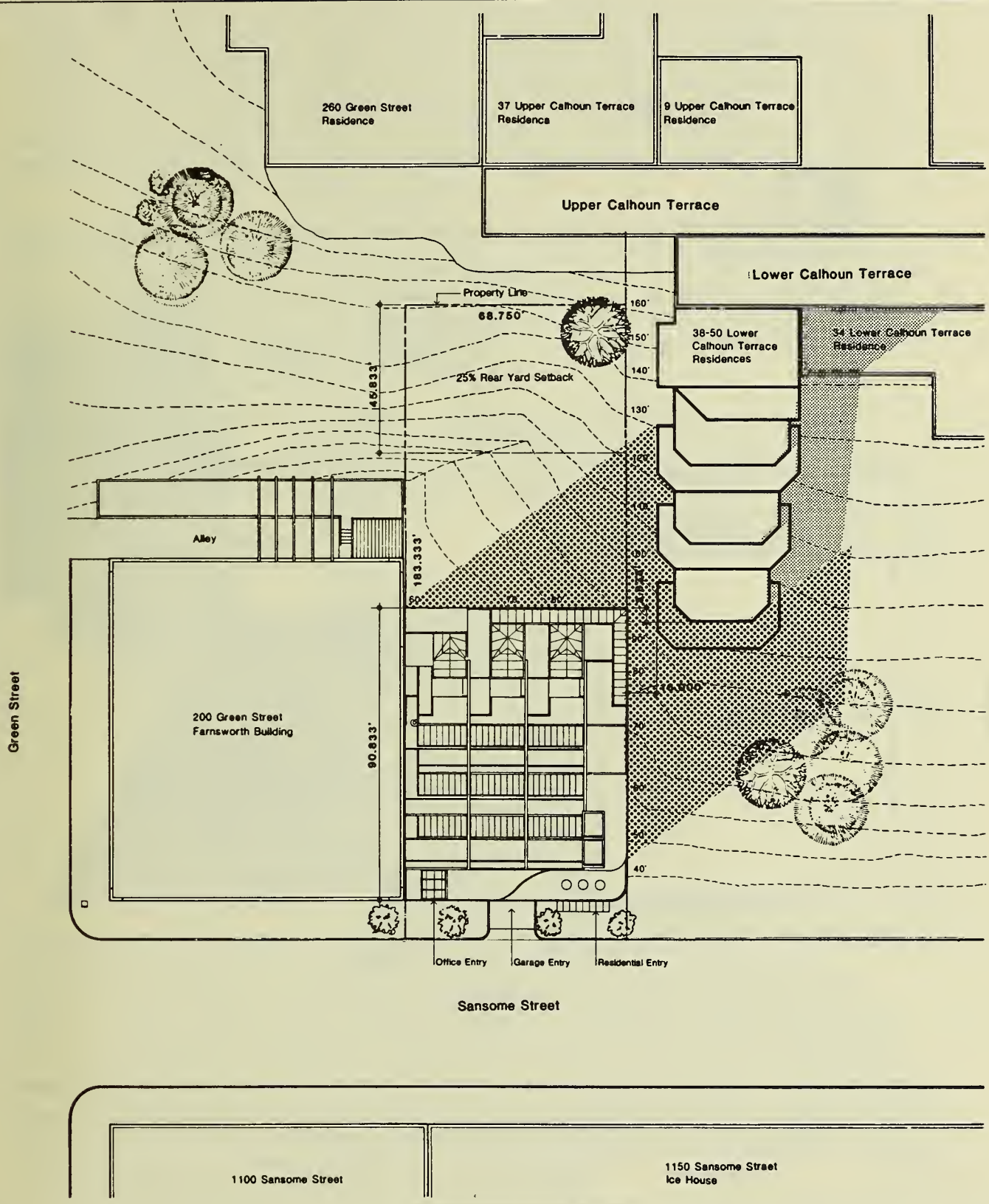
Schools: The project would not affect area schools. San Francisco public schools have experienced a reduction in school enrollment over the past several years and could accommodate any increase in school-age children as a result of on-site housing (San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pp. 28 and 29).

Parks: Project employees and residents would increase use of surrounding parks, open space, and recreational facilities. Recreation facilities and open space are available in the area (i.e., the waterfront, Levi's Plaza).

Public Facilities: The project would have no direct effect on the maintenance of public facilities.

Power or Natural Gas: Gas and electricity would be provided by Pacific Gas and Electric Company (PG&E). Gas mains would have to be extended to the project site. Street excavation would take from one to six weeks and would occur during normal working hours (Lee Cordner, Industrial Power Engineer, Pacific Gas and Electric Co., letter communication, October 15, 1982).

Communications: Telephone services would be provided by the Pacific Telephone Company. Underground cables would be placed under Sansome St. from Green St. to the project site. Excavation would take approximately two weeks to a month, would occur during normal working hours, and would close no more than one lane of traffic (Werner Ottens, Network Engineer, Pacific Telephone and Telegraph Company, letter communication, October 13, 1982).



**LEGEND**



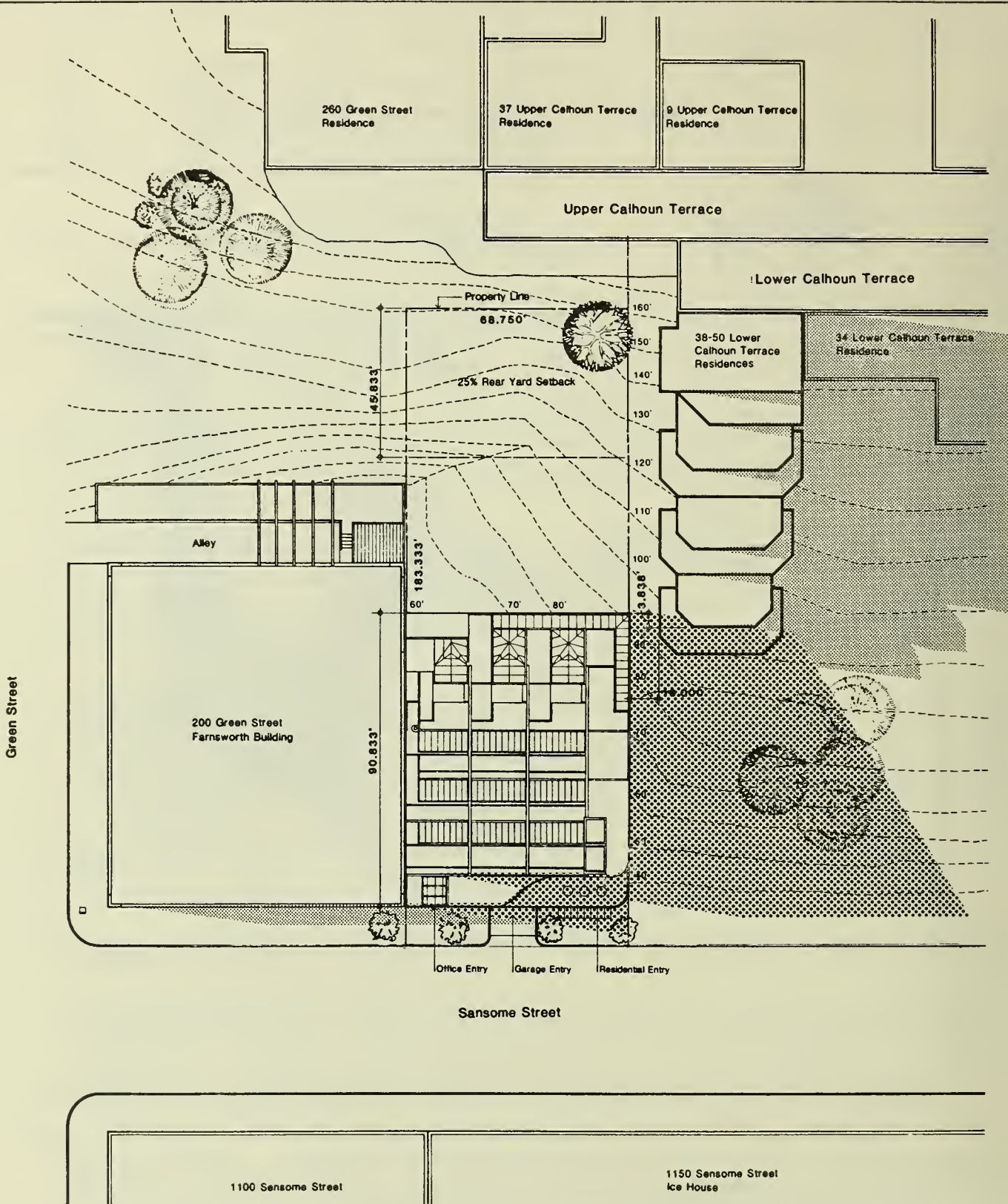
-  NEW PROJECT SHADOW
-  EXISTING SHADOW



FIGURE 4A: SHADOW PATTERNS-  
DECEMBER 22, 9 A.M. P.S.T.

SOURCE  
ENVIRONMENTAL SCIENCE ASSOCIATES, INC.





LEGEND



-  NEW PROJECT SHADOW
-  EXISTING SHADOW



FIGURE 4B: SHADOW PATTERNS-  
DECEMBER 22, NOON P.S.T.

SOURCE  
ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



Water: The proposed project would generate a demand for approximately 3,000 gallons of water per day. An 8-inch main on Sansome St. would serve the project. Connection activities would involve excavation over a five-day period, would occur during normal working hours and involve closure of one traffic lane on Sansome St. during excavation. The San Francisco Water Department would be able to meet the demand of 3,000 gallons of water per day from the project (Cy Wentworth, Estimator, San Francisco Water Department, letter communication, October 14, 1982).

Sanitary Sewer: The project would generate about 3,000 gallons per day of dry-weather wastewater flows. Wastewater from the site flows through an 8.5-ft. diameter circular sewer under Sansome St. to the North Point Treatment Plant for primary treatment and later is transported to the Southeast Plant for secondary treatment. San Francisco wastewater facilities have adequate capacity to serve this project (Nathan Lee, San Francisco Clean Water Program, letter communication, October 22, 1982).

Solid Waste Disposal: The project would generate an estimated 100 pounds of solid waste per day. Golden Gate Disposal Company serves the site and anticipates no problems in meeting collection demand (Peter Gardella, Vice President, Golden Gate Disposal Company, telephone communication, October 20, 1982).

Yes Maybe No N/A Disc.

8. Biology

- |   |       |       |       |       |       |
|---|-------|-------|-------|-------|-------|
| a. Would there be a reduction in plant and/or animal habitat or interference with the movement of a migratory fish or wildlife species? | X     | _____ | _____ | _____ | X     |
| b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?             | _____ | _____ | X     | _____ | _____ |
| c. Would the project require removal of mature scenic trees?  | _____ | _____ | X     | _____ | _____ |

The vacant site supports a diverse array of weedy plants which in turn harbor a variety of wildlife. A cursory survey of the site by John Kipping, Biologist for Audubon Canyon Ranch on October 26, 1982 produced 60 plant species, most of which are introduced weeds or ornamentals and only one of which is a California native plant. These plants provide cover and feeding habitat for birds and mammals. The eastern part of the site is more heavily vegetated than the western part which is covered with a fairly continuous cover of talus and the shear rock wall face of Telegraph Hill. Small shallow areas of soil on the rock face support sparse growth of ivy and fennel. A mature eucalyptus tree is located in the northwestern portion of the property; it would not be affected by project development.

The site is primarily valuable to wildlife because it provides a refuge of open space in a heavily urbanized area. Numerous songbirds nest and feed in the weedy vegetation and other "garden" birds such as flickers and hummingbirds are abundant. Several species of hawks have been observed in the area (John Kipping, letter of October 26, 1982).

Wildlife observed on the site include a few species of sparrows, mourning doves, and pigeons. The vertical rock face is probably used during the breeding season by swallows and other cliff-nesting birds. The western part of the site would be permanent open space as it's development rights would be transferred to the building site on the eastern part of the property. Any wildlife currently residing within the proposed building footprint would be displaced; however, birds could continue to use Telegraph Hill for nesting and habitat.

No rare or endangered species of plant or animal is known to exist at this site.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
9. <u>Land.</u> (topography, soils, geology) <u>Would</u> the proposed project result in or be subject to:					
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion and liquefaction)	X				
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops.)	X				
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	X				

These issues will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
10. <u>Water.</u> <u>Would</u> the proposed project result in:					
a. Reduction in the quality of surface water?			X		
b. Change in runoff or alteration to drainage patterns?			X		
c. Change in water use?	X				X
d. Change in quality of public water supply or in quality or quantity (dewatering) of ground water?			X		

Much of the site is covered with impermeable material. The shear rock face of Telegraph Hill occurs in the western portion of the site and a fairly continuous talus cover (fallen weathered rock fragments which have collected to form a slope at the foot of Telegraph Hill) extends to the central and eastern portions of the site. Runoff would continue to drain into the combined City stormwater/ sanitary sewer system.

The proposed project would generate a demand for about 3,000 gallons of water per day. This demand can be met by the San Francisco Water Department.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
11. <u>Energy/Natural Resources:</u> Would the proposed project result in:					
a. Any change in consumption of energy?	X				X
b. Substantial increase in demand on existing energy sources?			X		
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?			X		

Changes in energy consumption will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
12. <u>Hazards.</u> Would the proposed project result in:					
a. Increased risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health or safety?			X		
b. Creation of or exposure to a potential health hazard?			X		
c. Possible interference with an emergency response plan or emergency evacuation plan?			X		X

The project sponsor has agreed to the mitigation measure on p. 23 to provide a building emergency evacuation plan which would be coordinated with the City's emergency plan through the Mayor's Office of Emergency Services.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
13. <u>Cultural.</u> Would the proposed project:					
a. Include or affect a historic site, structure or building?		X			X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?			X		





Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management before issuance by the Department of Public Works of final building permits.

Cultural

5. Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Advisory Board; 2) require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) that if feasible mitigation measures are identified they be implemented by the project sponsor.

Other measures will be included in the EIR as appropriate.

D. ALTERNATIVES:

<u>Yes</u>	<u>No.</u>	<u>Disc.</u>
X		X

Were other alternatives considered?

Other alternatives considered were:

1. No project
2. An all office development providing 28 off-street parking places.
3. An office and condominium development providing 53 parking spaces, without the need for a parking variance.

These alternatives will be analyzed in the EIR.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

<u>Yes</u>	<u>No</u>	<u>Disc.</u>
	X	
	X	

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

